

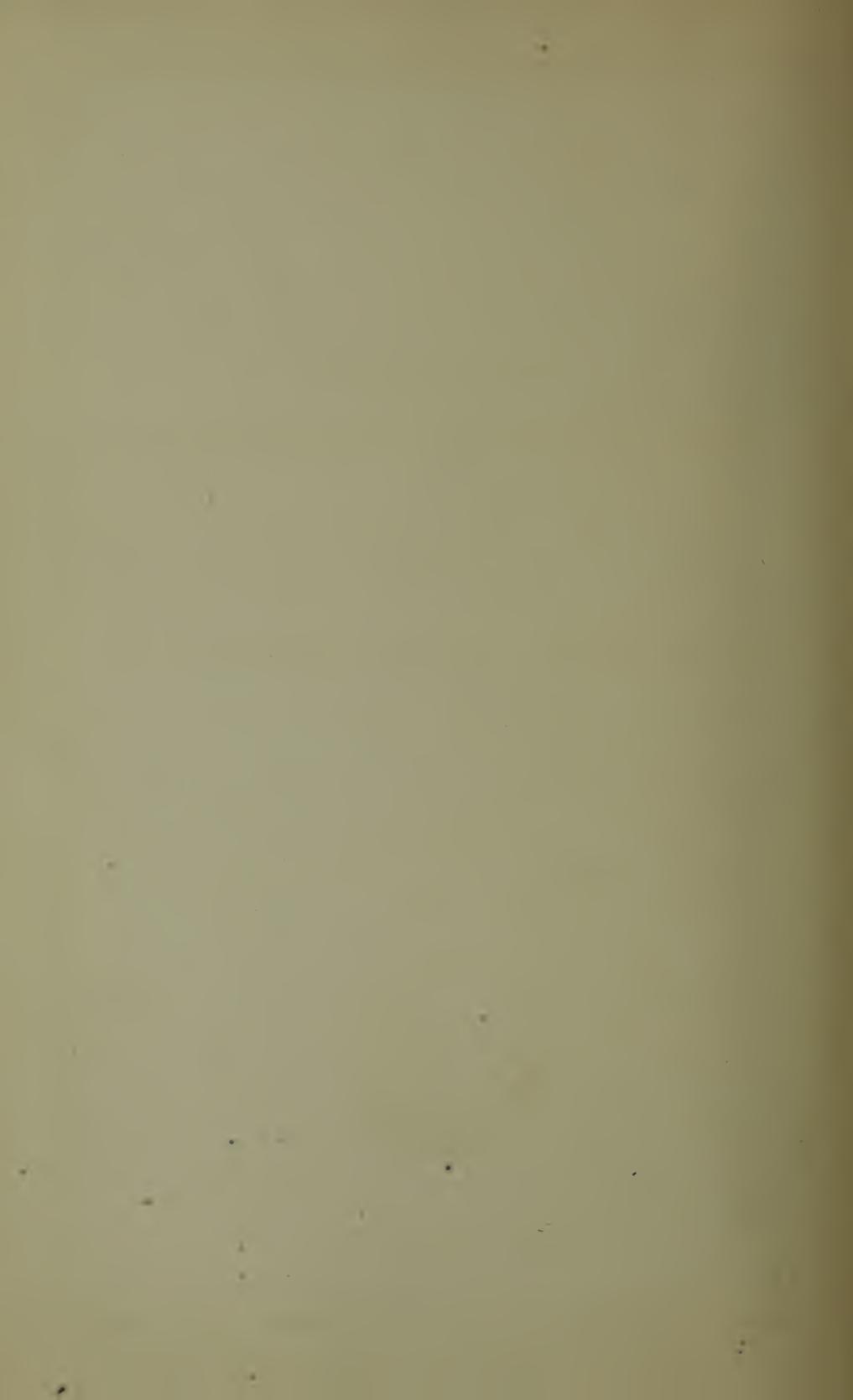
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BIENNIAL REPORT

OF THE

Board of
State Harbor Commissioners

FOR THE

Fiscal Years Commencing July 1, 1922, and Ending June 30, 1924

COMMISSIONERS:

CHAS. H. SPEAR, *President*

J. B. SANFORD

M. F. COCHRANE



CALIFORNIA STATE PRINTING OFFICE
FRANK J. SMITH, Superintendent
SACRAMENTO, 1924

BOARD OF STATE HARBOR COMMISSIONERS.

CHAS. H. SPEAR----- *President*
J. B. SANFORD----- *Commissioner*
M. F. COCHRANE----- *Commissioner*

OFFICERS.

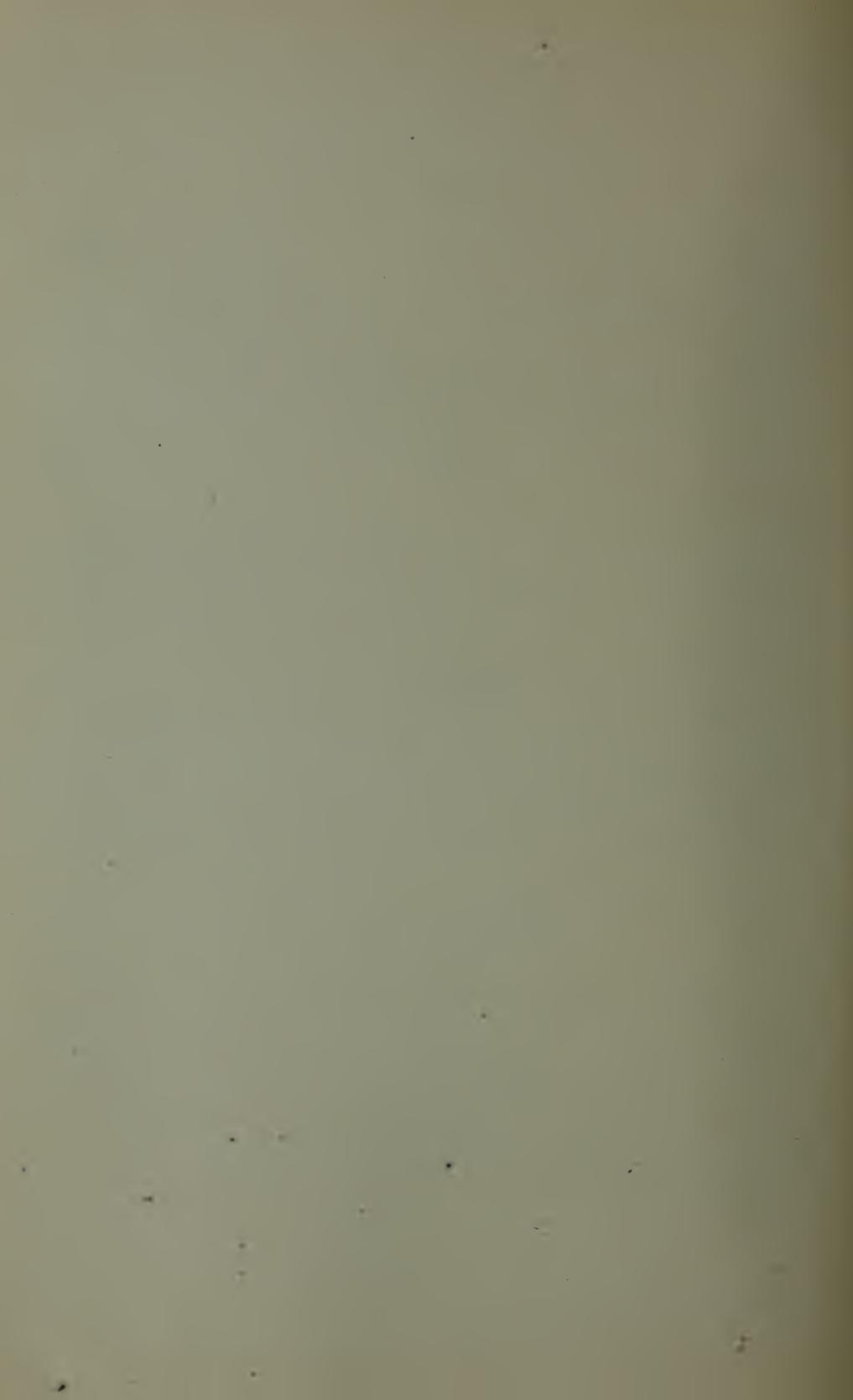
J. L. PHELPS----- *Secretary*
JAS. BYRNE, JR.----- *Assistant Secretary*
FRANK G. WHITE----- *Chief Engineer*
H. E. SQUIRE----- *Assistant Engineer*
FRED S. KNIGHT----- *Chief Wharfinger*
T. J. McGINTY----- *Superintendent Belt Railroad*
WM. T. PLUNKETT----- *Attorney*

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LETTER OF TRANSMITTAL.

*To His Excellency, Hon. FRIEND Wm. RICHARDSON,
Governor of the State of California.*

DEAR SIR: The Board of State Harbor Commissioners herewith submits its biennial report for the fiscal years commencing July 1, 1922, and ending June 30, 1924, with complete statements showing all moneys by them received and disbursed, stating specifically for what the same was received and for what purpose expended; also, a concise account of all improvements made and the general condition of the property under charge of the Commission.

Very respectfully.

CHAS H. SPEAR, *President,*
J. B. SANFORD,
M. F. COCHRANE,
Board of State Harbor Commissioners.

October 30, 1924.



The "Shenandoah" Dipping Eastery Over San Francisco October 20, 1924, on Return Course to the East. Black Dots Above the Dirigible are Army Escorting Airplanes. Southern Pacific Building in Left Foreground.

THE PORT OF SAN FRANCISCO.

Californians have built up in San Francisco Bay the largest and best harbor in the world from revenues in commercial operations without taxation of the public through a period of sixty years, dating from the creation of the Board of State Harbor Commissioners in 1863. The state properties thus accumulated have an appraised value of \$50,000,000 and that valuation is increasing with further development of the harbor.

This great state-owned property, extending from the United States military reservation on the north to the boundary line between San Francisco and San Mateo County, a distance of about ten miles of waterfront, of which about one-half is improved, is in the control of the Board of State Harbor Commissioners, a state business agency of three members appointed by the Governor.

“The Port of San Francisco may be described as the port that has found itself,” a noted writer says, “and as such it is unique among the ports of all the world.

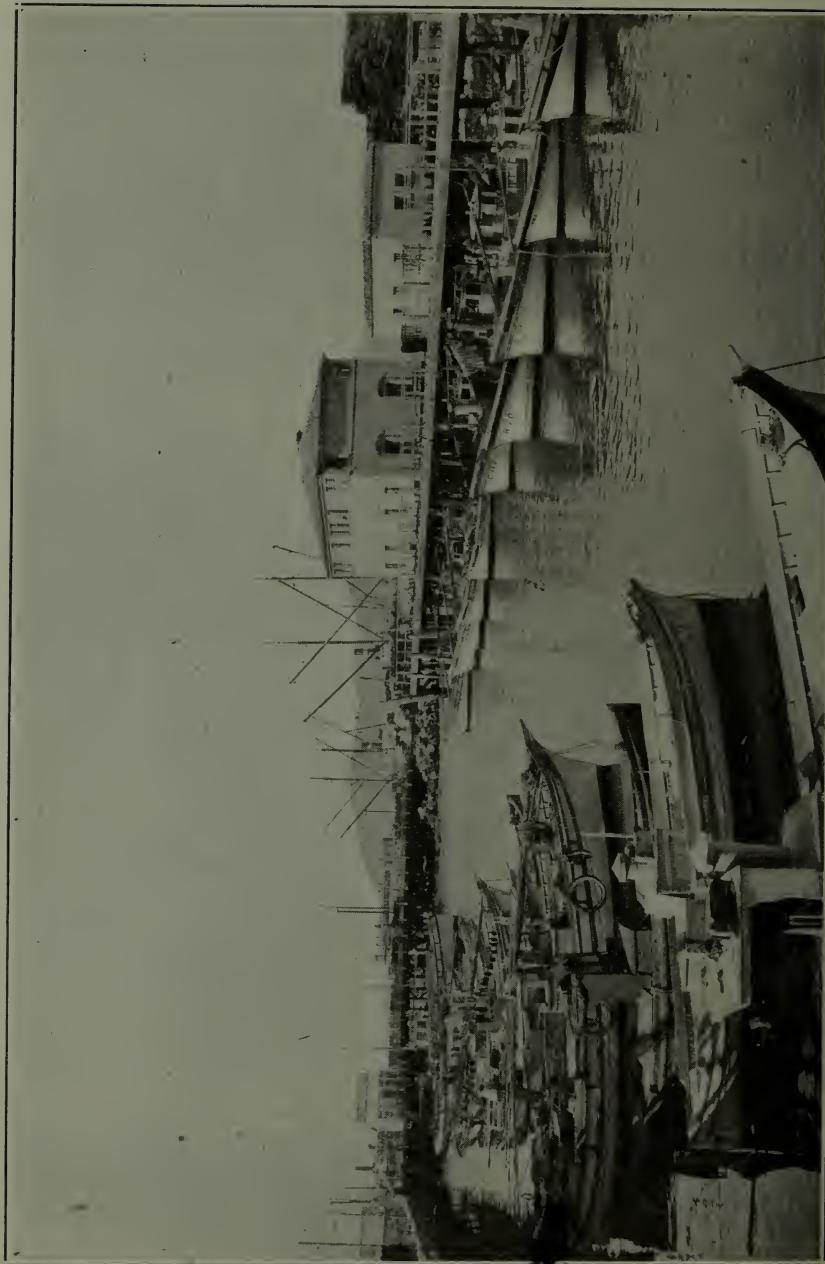
“The developments of the waterfront itself, The Embarcadero, the seawall and piers, the Belt Railroad and the seawall lots, could not have been carried out under private or municipal auspices in the manner so beneficial, so efficient, and so economical withal as is now apparent.”

The jurisdiction of the Board of State Harbor Commissioners covers all state properties on the waterfront and extends easterly to the pier-head line. The Embarcadero, or waterfront street, is state property and under the control of the Harbor Commission.

Chief Engineer Arnold, in report to the Board in 1873, made the statement that the area of the Bay of San Francisco reckoned to the line of high water, without measuring San Pablo and Suisun bays, is 257 square miles, of which 79 square miles are within the three-fathom contour line and navigable for large sea-going vessels. The anchorage basin proper, within city lines, embraces 59 square miles. He gave the width of the Golden Gate as nine-tenths of a mile and water depth on the bar at low tide, 33 feet. It is significant that at this date, fifty-one years later, the bar conditions are improved, showing no shoaling from river carried silt. The shallowest bar channel today is 37 feet at low water. The north channel is always 54 feet in depth and 2000 feet in width.

Later surveys give the harbor area as 420 square miles, the shore line 350 miles and San Francisco Bay alone, a shore line of 100 miles with a depth of water at pier-head line 40 to 60 feet.

In 1923 the War Department of the United States, acting through the Corps of Engineers in the First California District, and operating under federal authorization for improvement of bar conditions, brought here the great ocean dredge “Culebra,” which was used with wonderful success in building the Panama Canal, and started work on the San Francisco bar project. This giant dredge worked here intermittently from January to the latter part of May, 1924, when she was transferred for emergency work in Gray’s Harbor, and was returned to San



Fisherman's Cove at North Beach Where 200 Fishermen's Boats Land Every Day.

Francisco in October, 1924, to continue the planned work on the outer bar. Before the "Culebra" was employed on the bar the uniform depth of low water in 1924 was 35 feet.

Colonel Herbert Deakyne, U. S. Corps of Engineers, in charge of the harbor work, is authority for this interesting statement of San Francisco harbor conditions in October, 1924:

The project for the San Francisco Outer Bar provides for a channel following the line of the Main Ship Channel with the Fort Point and Alcatraz lighthouses as the centre line sailing range, 2000 feet wide and 40 feet deep at mean lower low water.

The present project is about 13 per cent completed on this date (October 30, 1924). The total estimated cost of the work including the cost of the dredge, is \$1,000,000. Annual maintenance is estimated at \$100,000. If funds are made available, it is expected to complete the project channel by June 30, 1926. The last survey of the channel was made in May, 1924, when the controlling depth was found to be 37 feet at mean lower low water.

The Bonita, or North Channel, has a controlling depth of 54 feet at mean lower low water and a minimum navigable width at that depth of 730 feet abreast of Centissima Rock. At 40 feet depth there is a minimum width of 2000 feet at Sears Rocks, and a maximum width of about 4000 feet near Tennessee Point.

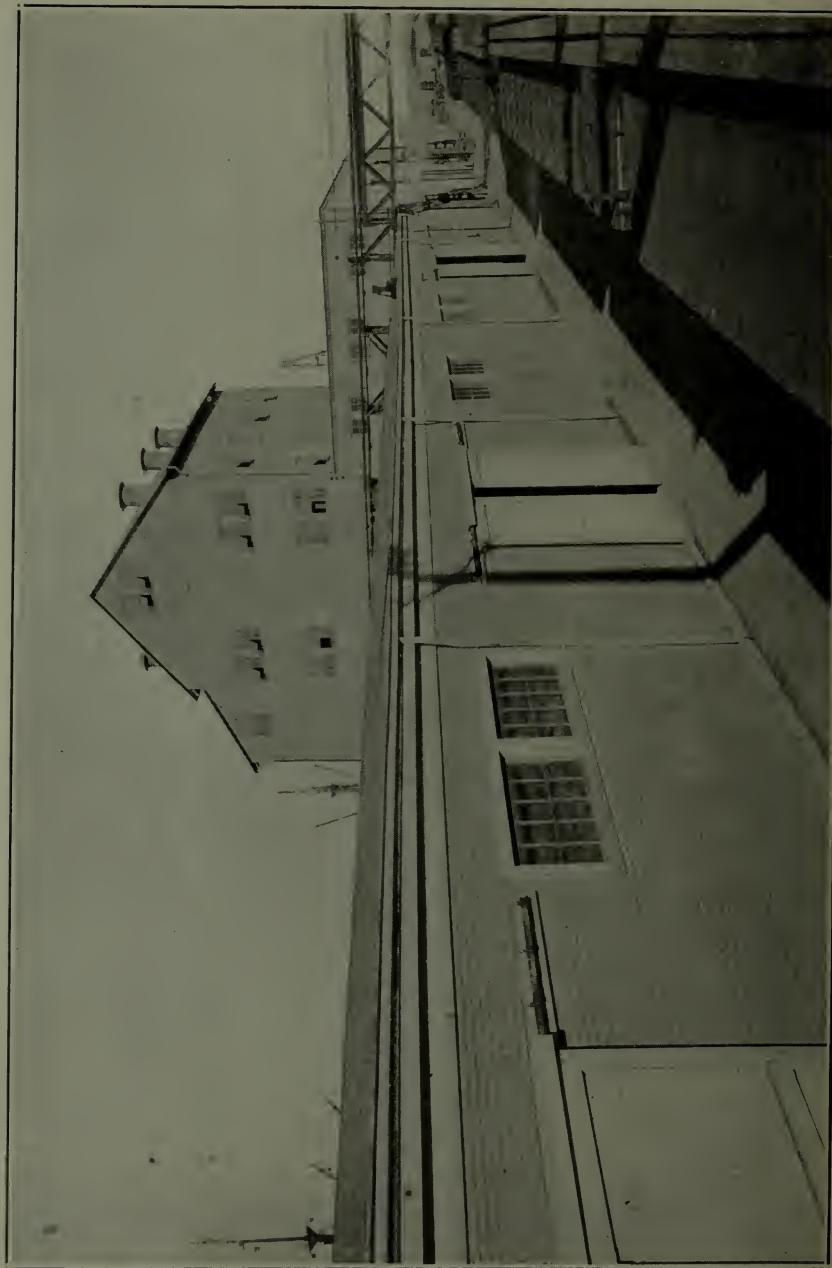
The improved waterfront assigned to commercial uses is five miles in length. There are 15 miles of berthing space and 5,000,000 feet of cargo area. There is at present berth space for 250 average-size vessels. When commerce demands larger shipping space waterfront development can be extended to 50 miles of piers and bulkhead landings.

There are now in service on the waterfront 15,000 feet of completed seawall, 41 piers, some of them extended during the year, new bulkheads and smaller open wharves rebuilt, 28 seawall lots of land having an area of 5,000,000 square feet and the tract of 25 acres leased to The Atchison, Topeka and Santa Fe Railway Company for its terminal on China Basin. The state also owns 280 acres of submerged lands on Islais Channel, part of it partially reclaimed and in commercial use and another section to be reclaimed immediately for commerce.

The Belt Railroad with trackage of 58.35 miles connecting three transcontinental lines with the piers and more than 100 industrial plants on the waterfront is owned by the state and operated by the Harbor Commission to the satisfaction of all shipping and industrial interests.

The Harbor Improvement Fund is a separate fund in the State Treasury, into which all moneys received by the Board of State Harbor Commissioners are paid and from which costs of operations and improvements, interest and bond redemptions are paid. Monthly statements of harbor receipts of every nature are made to the State Treasurer and the moneys are transmitted to the Treasurer at the end of each month. Moneys received from sales of bonds are maintained in separate funds.

Complete statements of all transactions of the Board are included in the financial report herein, to which reference is made for particulars. It will be seen therein that the total receipts of the Board of State Harbor Commissioners for the fiscal year June 30, 1923, to July 1, 1924, were \$2,786,512.11. The expenditures were \$1,168,283.46, the surplus for the year being \$1,618,228.65. Receipts for 1923 were \$2,687,895.99 and for 1924, \$2,786,512.11. The gain in operative revenue in 1924 was \$98,616.12.



Islais Grain Terminal, Five Stories in Height and Having Capacity for Handling 600 Tons of Grain Daily, the Business Paying \$25,000 Annually to the State.

REPORT OF BOARD OF STATE HARBOR COMMISSIONERS.

The biennial report of the Board of State Harbor Commissioners for 1923-24 covers the administration of two boards, changes having been made at the close of the first fiscal year of the biennium. The present Board of State Harbor Commissioners consists of the following named Commissioners: Chas. H. Spear, appointed vice John H. McCallum, May 21, 1923, and elected president May 24, 1923; J. B. Sanford, appointed May 24, 1923, vice F. S. Moody, resigned; M. F. Cochrane, appointed August 1, 1923, vice Harry H. Cosgriff, resigned.

Outstanding achievements of the new Board of State Harbor Commissioners in 1923 and 1924 were construction of the only vehicular subway on the Pacific coast to relieve congestion of the great passenger traffic through the Ferry Building; completing erection and starting successful operation of the Islais Creek grain terminal; rebuilding The Embarcadero with up-to-date, smooth pavement; reconstruction work on the Belt Railroad; extending piers; making extensive repairs throughout the waterfront; renovations and remodeling in the Ferry Building to make it the most attractive single depot in the United States; ordering construction of modern piers at a cost of about \$2,000,000, and successfully managing a commercial shipping business that has outgrown the port.

The Board has made a record for economy and efficiency in its management of the port, meeting requirements of growing commerce so far as pier accommodations now provide and giving service to shipping interests handling larger business than in any other year in history. In the state budget, carefully prepared for the first year of Governor Friend Wm. Richardson's administration, an estimate of \$1,626,982.88 was made for expenditures by the Board of State Harbor Commissioners for salaries and support. The Board's financial statement for the period shows that these expenditures amounted to \$1,405,608.58, leaving a balance of \$221,374.30 remaining June 30, 1924.

NO COST TO TAXPAYERS.

This biennial report covers in general the operations of the former board and gives in detail the accomplishments of the succeeding board during the second year of the biennium. It was shown in the biennial report 1920-22 that the control of the port had been profitable, in keeping with the record made through the past sixty years, with a substantial increase credited to the state management and adding large values to the tangible assets of the harbor, now appraised at \$50,000,000, of which taxpayers have not been asked to pay one dollar. It was stated in the 1920-22 biennial report that the surplus revenue above operating expense, cost of repairs and replacements, interest and sinking fund on bonds, etc., was \$665,782.07 for the fiscal year ending June 30, 1921, and \$580,818.03 for the year ending June 30, 1922, a total of \$1,246,600.10 for the biennium.

In the financial statement for the two fiscal years ending, June 30, 1923, and June 30, 1924, presented in this report, it is shown that a surplus over fixed operating charges remains from operations for the year ended June 30, 1924, in amount \$1,044,707.39 as compared with the year ended June 30, 1923, of \$867,562.37, a gain of \$177,145.02 in the fiscal year and an increase of \$463,889.36 over the preceding year ending June 30, 1922. In the three fiscal years the increase in surplus revenues amounted to \$2,493,087.79. All of this surplus money goes back into extraordinary maintenance and capital improvements.

All sources of revenue during the fiscal year 1923-24 just passed, show increases while operating expenses decreased \$38,349 as compared with expenses for the previous year. There was expended during the last fiscal year \$869,039.09 for new property and equipment, the values to be added to the tangible assets of the state. Of this amount \$430,396.88 was expended from revenue earned, and \$438,642.21 was taken from the Third San Francisco Seawall Fund.

Throughout the extensive harbor properties of the state under management of the State Board of Harbor Commissioners there was found need for many repairs and replacements along the waterfront. Early inspection directed by the Board in June, 1923, disclosed considerable decay in timber and disintegration in exposed materials. Piers were noticeably weakening by dry rot and building exteriors were weather worn. The handsome Ferry Building, resting on a concrete foundation supported by 5000 piles, showed less settlement than private properties on reclaimed ground, but it had not been properly taken care of, experts found. The facings had not been painted for several years and the appearance was not creditable to the state. Plans were immediately made for resurfacing the California stone front of the building, for repainting the interior and for laying marble flooring in the waiting rooms of the railroad systems housed in the great stone depot. During the year these improvements were made at a cost of \$63,760, of which new marble flooring in the waiting rooms cost \$31,000. California white marble from quarries in Tuolumne County was laid in rich concrete resting on ancient dark concrete floors and the whole interior was repainted white, completely changing the depot from a dark, depressing color to a pure white interior and making the waiting rooms inviting places in soft, restful lighting effect. The transformation was delightful to the fifty millions of passengers who passed through the Ferry Building in 1924, and most creditable to the Harbor Commissioners, pleased East Bay commuters declared.

REPAIRS AND REBUILDING NECESSARY.

Following a carefully planned program for making necessary repairs and rebuilding, the Board had surveys made of all substructures and superstructures along the waterfront. Expert heads of pile driving and wharf construction and general repairs reported, after personal inspection of conditions, that \$235,000 would be required to bring the properties up to first-class condition. This report was approved by the chief engineer who held that the appraisal was fair for the work but no estimate could be made of probable defects to be found in making the repairs contemplated, as experience in two instances had increased such estimated costs seventy-five per cent. Dry rot in timber supports was

found in all directions, and the experts reported that the waterfront was full of it, caused largely by bad construction. All this had to be replaced and the Board's employees were instructed to do all work in first-class manner to make repairs as near permanent as possible. As the repair work progressed, big timbers were found rotten in many sections. The cost of repairs in that direction during the first year of this Board's administration and the maintenance costs for the current fiscal year, totaled \$500,584.73. Repairs and maintenance charges for the year ended June 30, 1923, were \$521,267.57, an outlay \$20,682.84 in excess of the reconstruction and repair charges made necessary in 1924 as far as the work could be carried along to the end of the fiscal year. Costs of building and equipping another piledriver, now under contract, as an emergency addition will be an expense chargeable in the next fiscal year.

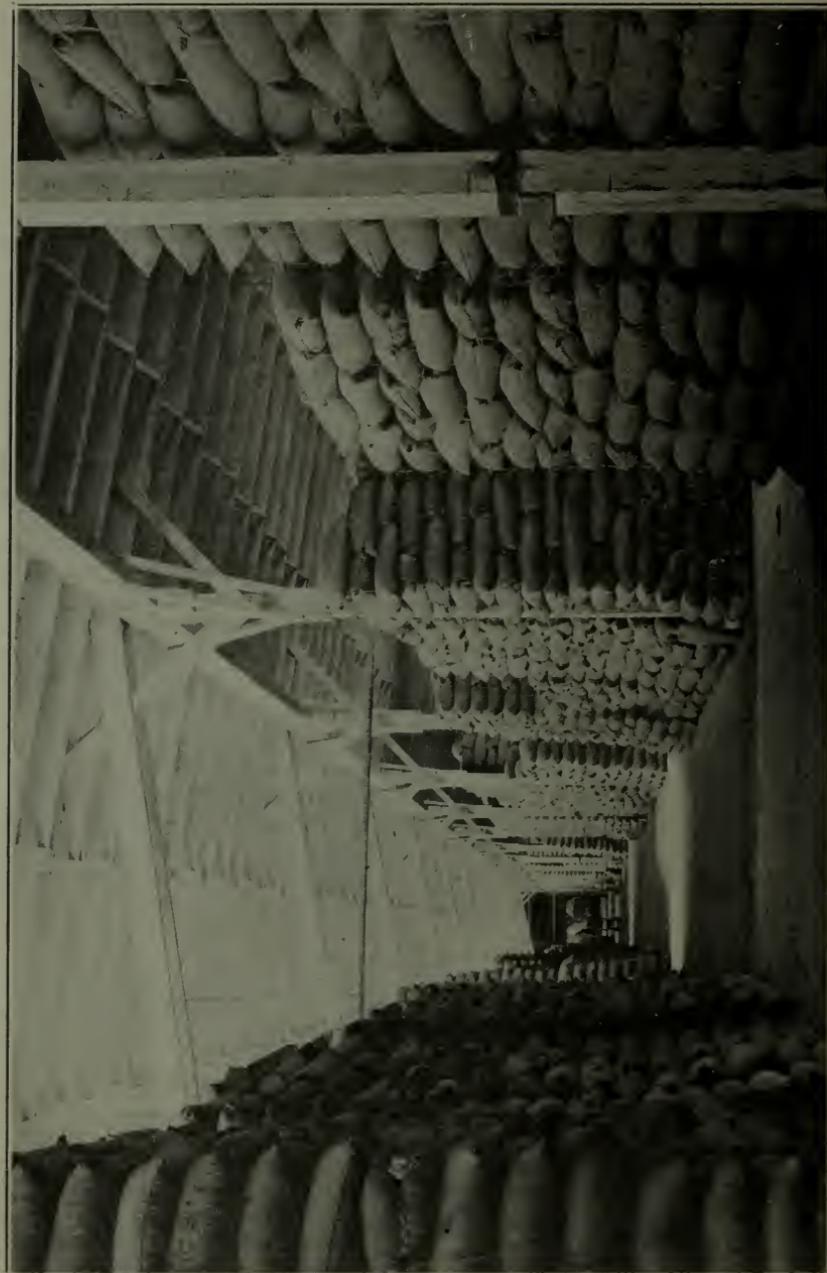
IMPROVEMENTS CALLED FOR BOND MONEY.

This Board expended during the fiscal year just closed \$430,000 for wharf extensions and other necessary building improvements from surplus revenues available, but larger betterments could not be provided for unless bonds could be sold. There was available in the authorized state bond issue of 1913, a balance of \$7,000,000, and Governor Richardson assented to the Board's recommendation to sell \$2,000,000 of the reserved bond issue, which will be used to build new piers and reclaim a large section of waterfront land on the southern extension of the waterfront along Islais Creek where the state owns 280 acres of submerged lands which will in time be used for commercial activities. The future growth of the waterfront must necessarily be along Islais Channel and it is planned to extend the seawall in that section, when funds are available for that protection and filling in the low lands.

From the \$2,000,000 bond money \$500,000 is allotted for the construction of a two-story warehouse at Third and Channel streets on the China Basin frontage, where a concrete foundation for the great structure was laid in 1923 at a cost of \$950,000. This warehouse will be approximately 100 feet wide by 800 feet long and will be used as transit sheds with 190,000 square feet of area.

MODERN PIER PLANS.

Pier No. 50 will be built with frontage on China Basin and \$1,000,000 of the bond money is to be used in that necessary improvement. The Atchison, Topeka and Santa Fe Railway has a freight terminal here and the new pier has been designed for the immense traffic that will be developed at that meeting point of rail and steamship. The new pier will be 670 feet long and 386 feet wide. It will have seven railroad tracks connected with the state's Belt Railroad system. Double rail tracks will be laid on either side of the pier and three tracks will be run down the center depressed section. The track depression will make it possible for trucks to be moved out to the end of the pier in loading and discharging, avoiding congestion in the service when two or more ships are berthed at one time. This will be a modern pier in every particular, a marked advance in harbor improvements when contrasted with the handicaps in handling cargoes on old-fashioned narrow piers which latter-day commerce quickly blocks and causes costly delays to



Grain in Islais Terminal to be Cleaned for Export.

shippers and consignees. The Harbor Board has hurried along this necessary betterment and hopes to have the construction well started in the opening of the new year.

Extension of the rock and concrete seawall southward on the line of Islais waterfront will be a most important project to be financed with the remaining \$500,000 of bond money soon available.

EXTENDING WATERFRONT SOUTHWARD.

The Board has planned to reclaim and develop the Islais submerged area of 280 acres in three solid filled units, each 1000 feet wide by from 1600 to 3000 feet long, with deep navigable channels 400 feet in depth between the several sections, opening an immense harbor area there and providing for commercial expansion.

It is planned to completely reclaim now one unit of the extensive project, about fifty acres in area. As shipping business develops, the general reclamation scheme will be followed and funds for the extension will be available from the remaining \$5,000,000 bond issue authorized in 1913. This development project is recognized in business circles as the most important advancement of the future for, as the port needs further pier extension, the entire southern waterfront area will be improved in like fashion.

The first unit of this extensive harbor area has been reclaimed in part for a length of 800 feet and the seawall is to be extended on its navigable front. In this partial reclamation dredged material from Islais Creek, where a navigation depth of 35 feet is maintained, was deposited inland making a foundation within the seawall line for commercial plants, leaving the seawall extension for a later time, and that work is to be continued in the present development. Dredgings had theretofore been carried on scows to dumping depths in the bay and at considerable expense.

GRAIN TERMINAL A SUCCESS.

On this reclaimed Islais fill a large grain terminal has been built and was in successful operation during the California crop season of 1924, meeting a shipping demand for encouragement in marketing grain. Completion of this commercial addition to harbor developments was one of the early projects of the new Harbor Commission as an aid to California farmers in the season of 1924. Funds for the enterprise were available from the harbor revenue surplus. The business was well started and is being successfully handled by a tenant company, the Islais Creek Grain Terminal Corporation, composed of men prominent in the shipping community. The terminal has a grain cleaning capacity of 600 tons daily and has a handling capacity of 200,000 tons of export barley yearly, providing a foreign market for a long neglected grain-producing industry. The state investment in this property, aside from the land values was \$224,337.64. The net revenue to the state from the grain terminal lease and tolls for the year July 1, 1923, to June 30, 1924, was \$12,459.02, which is 5½ per cent return on the investment. It is estimated that the revenue from this industry will approximate \$25,000 yearly.

In addition to the profits accruing to the state, the improvements in the Islais commercial area have relieved tonnage congestion in the



Looking into Southern Entrance to the Subway at Mission Street. Note the Viaduct Over The Building to West Sidewalk, Which Was Built in 1918 and Cost \$47,446.52.

central shipping section. Other growing activities in industrial plants on the reclaimed Islais lands are rice mills, oil refineries and lumber yards.

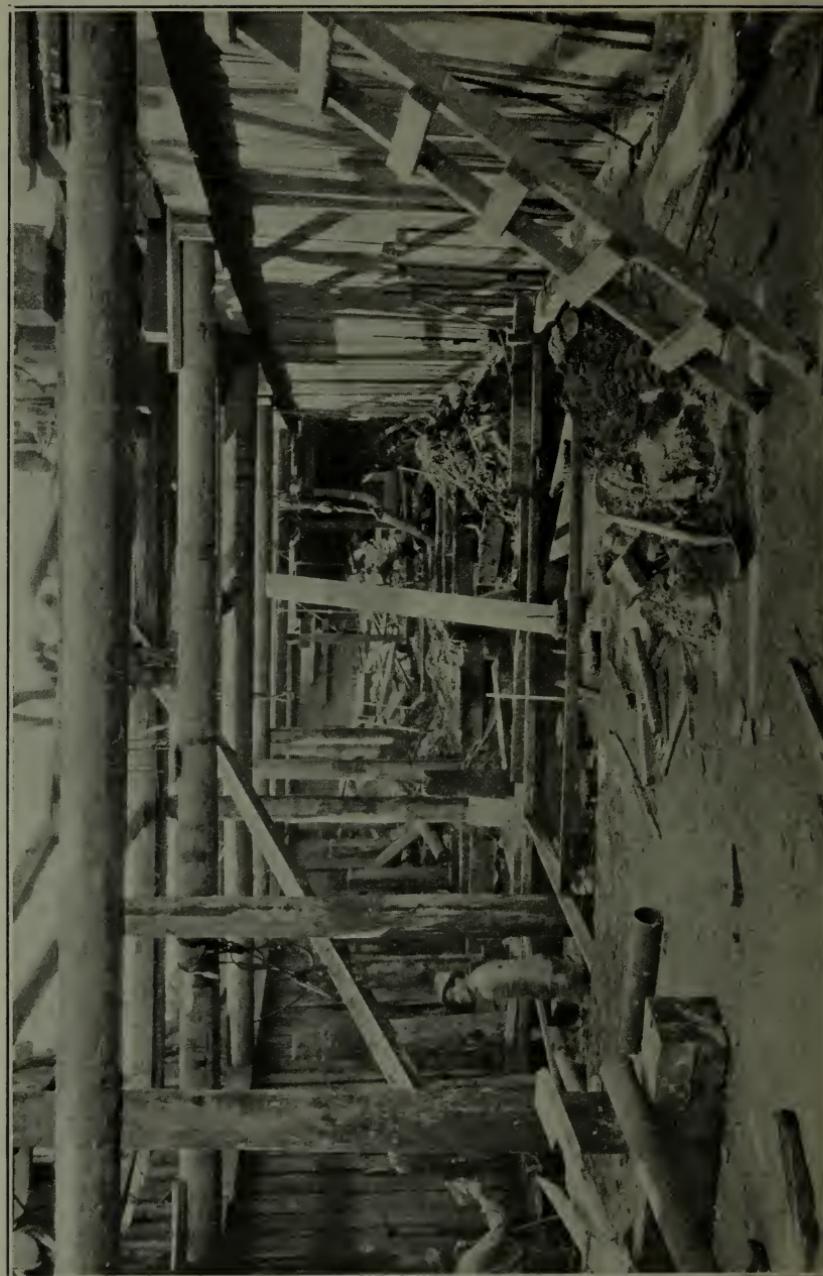
SUBWAY AT MARKET STREET CROSSING.

Assuming management of the state's fast growing business on the San Francisco waterfront in July, 1923, the new Board of State Harbor Commissioners announced its purpose to build a vehicular subway under the ferry street car loop to divert such travel from the Market street crossing on The Embarcadero and make the thoroughfare safe for many thousands of pedestrians. Plans for the necessary improvements were adopted September 6, 1923, and work started in December. President Chas. H. Spear conferred with city and street railroad authorities on financing the project, with the result that the cost of the construction will be borne one-half by the state, one-quarter by the city of San Francisco and one-eighth by each of two city railways. The construction by contract will be completed about the close of the year. The full cost will be about \$350,000.

The subway is a reinforced concrete structure 986 feet in length covering a distance of four blocks with a closed section 390 feet long, having a roof of steel and concrete supporting the pavement and street car tracks. Open end approaches are 298 feet in length each and have a grade of $3\frac{3}{4}$ per cent. The subway section is 23 feet between side walls, 21 feet 8 inches between curbs and has clearance height of 13 feet for the two roadways. The subway floor of reinforced concrete is 5 feet thick, and the sidewalls reinforced concrete $2\frac{1}{2}$ feet thick, the whole being thoroughly waterproofed, for high tide rises to within 6 feet of the surface at that point of the waterfront, the ground being water-bearing.

Planning for the construction of the subway, the engineers of the Commission bored down into what appeared to be an ancient waterfront bulkhead wharf, causing a renewal of interest in the early history of the waterfront. Old timers watched the borings along The Embarcadero and recalled the placing of the piles and heavy timbers along the Market street front during the late eighties. The old platform was found at a depth of twelve feet below street level, and the timbers appeared to be as sound as when they were placed there over a generation ago.

According to the engineers, this structure constituted what is known as a timber relieving platform. The original seawall cut diagonally across The Embarcadero about 180 feet inside of what now constitutes the front of the Ferry Building. About 1889, previous to constructing the Ferry Building, a new concrete seawall was constructed on the front line of the proposed building. The space between this new concrete wall and the old rock seawall was heavily piled on rows at 5 feet and 6 feet centers, filled with sand and decked over at the elevation of low tide. On top of this platform was placed about 12 feet of sand fill carrying the street between the old seawall and the new seawall in front of the Ferry Building. The foundations for the building were then constructed on concrete piers so that the building itself is actually supported on a heavy concrete wharf. The new subway cuts through the ancient relieving platform just east of the original seawall. The engineers expected to remove the timber deck and utilize the original piling



Construction Scene in Subway with Concrete Flooring Being Laid Before Building Side Walls.

for supporting the concrete base of the subway. They reasoned that if the piles supported twelve feet of earth and all the car and team traffic for the past generation, they ought to be adequate to support the new roadway with most of the fill removed. But if any of the piles were not found in their expected locations or if they appeared inadequate when bared again to inspection, provision was made in the contract for adding additional piling. Much of the ancient piling was found sound and it was retained in the foundation work.

**FINANCIAL REPORT OF THE 74th AND 75th FISCAL YEARS ENDED
JUNE 30, 1923, AND JUNE 30, 1924.**

TEXT.

Account 1.—Comparative Statement of Financial Status, as of June 30, 1924, and June 30, 1923.

Schedule No. 1. Fort Mason Tunnel Account.

Schedule No. 2. Analysis of Property and Equipment, showing comparative values of Real Estate, Piers and Wharves, Buildings, Equipment, etc.

Account 2.—Comparative Statement of Revenue and Expense for the Fiscal Years ended June 30, 1924, and June 30, 1923.

Schedule No. 1. Comparative Statement of Operating Revenue and Expense.

Schedule No. 2. Analysis of Revenue from Operations.

Schedule No. 3. Analysis of Expense of Operations.

Schedule No. 4. Comparative Statement of Revenue and Expense of the Belt Railroad, as of June 30, 1924, and June 30, 1923.

Account 1.—In the form of a balance sheet, exhibits the financial status of the Board of State Harbor Commissioners, as of June 30, 1924.

Schedule No. 1. Of this Account, Fort Mason Tunnel Account, shows that there has been realized toward the payment of the cost of the tunnel, between the date of acceptance, October 22, 1914, and June 30, 1924, the sum of \$87,789.07, of which \$449.51 was realized during the year ended June 30, 1924. A comparison between this amount and the figures of previous years shows that the decrease in revenue of the tunnel has dropped to such a degree that the balance of \$185,360.31 will be increased in future years instead of being reduced, because the interest charges as allowed by the United States government—5 per cent yearly on the balance—in several months, during the past year, exceed the credits accruing toward payment of the original cost.

Schedule No. 2. Is an analysis of property and equipment under the jurisdiction of the Board of State Harbor Commissioners, as of June 30, 1924, as compared with June 30, 1923, showing the values of Piers, Wharves, Real Estate Purchased, Buildings and Equipment, etc., in a sum total of \$25,047,646.43, as of June 30, 1924.

These figures show the actual cost to the Board to construct or purchase and do not include the value of lands upon which structures are situated, with the exception of the lands at Islais Creek and India Basin.

The appraised value of seawall lots is \$5,530,743.50 and the fifty acres in China Basin and Central Basin are appraised at \$1,900,000, which amounts do not appear in the inventory.

Account 2.—Exhibits in comparative form the Revenues earned and the offsetting Expense and reflects a surplus from operations for the year ended June 30, 1924, of \$1,044,707.39, as compared with the year ended June 30, 1923, of \$867,562.37.

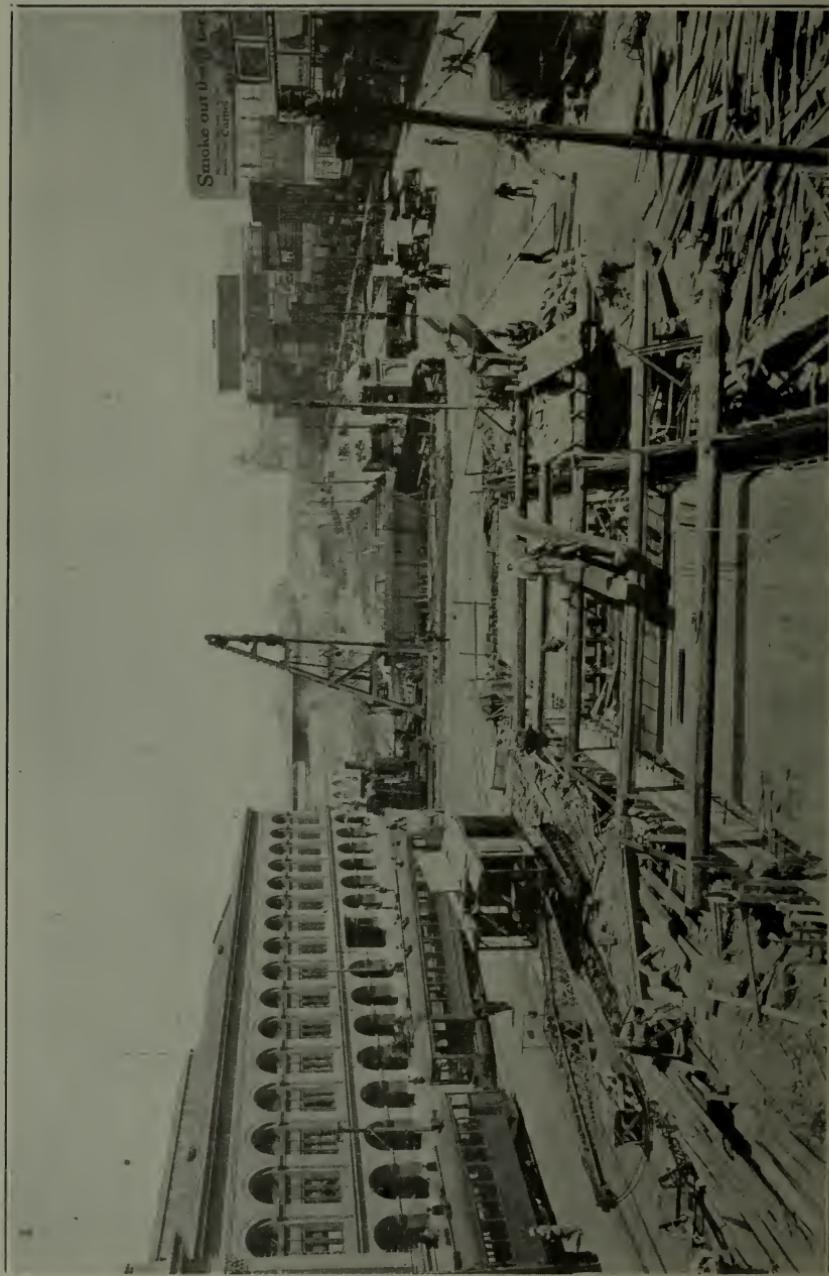
All sources of Revenue during the year just passed show decided increases over the year previous, particularly in Rents, Dockage and Tolls, while at the same time operating expenses show a decrease of \$38,349.00 for the past year, as compared with the operating expenses of the previous year.

Schedule No. 1. Of Account 2, shows in comparative form the operating Revenue and Expense by particular location.

Schedule No. 2. Of Account 2, is an analysis of Revenue from Operation and details of Revenue from various sources, as well as by location or function.

Schedule No. 3. Of Account 2. Analysis of Expense of Operation, details by location, the operation expense and repair costs.

Schedule No. 4. Of Account 2, is a comparative statement of Revenue and Expense of the Belt Railroad for the year ended June 30, 1924, as compared with the year ended June 30, 1923. It will be of interest



Subway Construction Scene Looking South from Market Street, Street Car Service Being Uninterrupted.

to note that the Revenue from switching and incidentals thereto was \$1,383.59 *less* during the year just passed as compared with the Switching Revenue of the previous year. In spite of this fact, however, the net operating revenue for last year *exceeds* that of the previous year by \$18,437.20, due to the decided decrease in operating expense, which brought up the net revenue per car to \$.870 as compared with the net revenue per car the previous year of \$.728.

Your attention is also invited to the fact that the Revenue for Track Storage the past year was \$4,713 as compared with \$8,331.50 the previous year, a decrease of \$3,618.50. This accounts greatly for the decrease in the total Revenue of the past year.

Exhibit A.—Of this report is a detail of property acquired during the period, showing an expenditure of \$869,039.09 for new property and equipment. Of this amount \$430,396.88 was expended from revenue earned and \$438,642.21 was expended from the Third San Francisco Seawall Fund.

BOARD OF STATE HARBOR

Comparative Statement of Financial

REVENUE

	June 30, 1924	June 30, 1923	
OPERATING ASSETS.			
San Francisco Harbor Improvement Fund.....	\$1,286,490 50		\$701,881 12
With State Treasurer.....	\$1,053,021 84	\$462,181 14	
With Anglo-London and Paris National Bank.....	230,468 66	236,699 98	
Office Revolving Fund.....	3,000 00	3,000 00	
Accounts receivable.....	162,008 74		192,912 93
Accounts receivable.....	\$179,802 88	\$210,707 07	
Less reserve for doubtful accounts.....	17,794 14	17,794 14	
Fort Mason Tunnel Account.....	185,360 31		185,809 82
Inventories.....	205,060 49		128,856 36
Materials and supplies.....	\$195,026 88	\$126,334 53	
Work in process.....	10,033 61	2,521 83	
Deferred charges.....	14,612 04		17,673 15
Prepaid fire insurance.....	\$10,770 33	\$17,493 79	
Unallocated expense.....	3,131 98	179 36	
Suspense—fire losses.....	709 73		
Totals.....	\$1,853,532 08		\$1,227,133 38

CURRENT BOND

Bond Issue Funds.....		\$139,578 01		\$554,110 19
Second San Francisco Seawall Fund.....	Nil		\$1,000 00	
Third San Francisco Seawall Fund.....	\$139,126 73		552,658 91	
India Basin Fund.....	451 28		451 28	
Sinking Funds.....		257,060 00		317,258 74
For bond maturities.....	Nil		\$57,898 74	
For bond interest maturities.....	\$257,060 00		259,360 00	
Totals.....		\$396,638 01		\$871,368 93

PROPERTY

Property and equipment.....		\$25,047,646 43		\$24,260,377 41
Balance beginning of fiscal year.....	\$24,260,377 41		\$23,268,105 19	
Property acquisitions, current year—				
From revenue accounts.....	430,396 88		649,868 54	
From bond funds.....	438,642 21		355,737 52	
Less current year losses.....	\$25,129,416 50		\$24,273,711 25	
	81,770 07		13,333 84	
Totals.....		\$25,047,646 43		\$24,260,377 41

TRUST

Trust cash.....		\$10,651 75		\$1,831 45
Guarantee deposits.....			\$1,812 25	
U. S. Government tax deposits.....			19 20	
Totals.....		\$10,651 75		\$1,831 45

REPORT OF BOARD OF STATE HARBOR COMMISSIONERS.

23

COMMISSIONERS.

ACCOUNT 1.

Status as of June 30, 1924, and June 30, 1923.

ACCOUNTS

	June 30, 1924	June 30, 1923
OPERATING LIABILITIES.		
Accounts payable.....	\$140,962 87	\$108,134 73
San Francisco Harbor Improvement Fund.....		
Deferred credits to revenue.....	73,266 24	93,477 99
Unearned prepaid rentals.....	\$73,266 24	\$93,477 99
Revenue surplus.....	1,639,302 97	1,025,520 66
Balance beginning of fiscal period.....	1,025,520 66	818,077 56
Adjustment of prior year revenue.....	528 20	10 250 73
Current revenue surplus (Account 2).....	\$1,024,992 46 1,044,707 39	\$807,826 83 867,562 37
Less amount expended for properties and equipment.....	\$2,069,699 85 430,396 88	\$1,675,389 20 649,868 54
Totals.....	\$1,853,532 08	\$1,227,133 38

FUNDS

Accounts payable.....	Nil	\$25,110 03	\$1,000 00	\$1,000 00
Second San Francisco Seawall Fund.....	\$25,110 03			
Third San Francisco Seawall Fund.....				
Sinking Fund Liabilities.....				
Matured bonds.....	Nil	257,060 00	\$57,898 74	317,258 74
Matured bond interest.....	\$257,060 00		259,360 00	
Current Bond Fund surplus.....		114,467 98	\$908,847 71	553,110 19
Balance beginning fiscal year.....	\$553,110 19		Nil	
Bonds sold during period.....	Nil			
Less amount expended for properties and equipment.....	\$553,110 19 438,642 21		\$908,847 71 355,737 52	
Totals.....		\$396,638 01		\$871,368 93

ACCOUNTS

Bonded Indebtedness.....		\$12,853,000 00		\$12,910,101 26
S. F. Seawall Bonds, outstanding (unmatured).....	Nil		\$57,101 26	
Second S. F. Seawall Bonds, outstanding.....	\$9,000,000 00		9,000,000 00	
Third S. F. Seawall Bonds, outstanding.....	3,000,000 00		3,000,000 00	
India Basin Bonds, outstanding.....	853,000 00		853,000 00	
Reserve for depreciation of property.....		1,500,000 00		1,200,000 00
Property surplus.....		10,694,646 43		10,150,276 15
Totals.....		\$25,047,646 43		\$24,260,377 41

ACCOUNTS

Trust liabilities.....		\$10,651 75	\$1,812 25	\$1,831 45
Special deposits.....	\$10,651 75		19 20	
U. S. Government tax charges.....				
Totals.....		\$10,651 75		\$1,831 45

FORT MASON TUNNEL ACCOUNT—ACCOUNT 1. SCHEDULE 1.

Analysis of account showing liquidation to June 30, 1924, of the cost of that section of the Fort Mason Tunnel within the confines of the Fort Mason Military Reservation, in accordance with the agreement between the Board of State Harbor Commissioners and the United States Government.

EXCERPTS FROM AGREEMENT REFERRED TO:

SECTION 3. "That all freight of the United States, or freight originating or incident to any portion of the region to the east or west of Fort Mason passing through the tunnel shall pay, in addition to an equitable track and switching charge, a tunnel charge of \$10.00 per car."

SEC. 5. "All tunnel charges shall be applied toward paying the cost of the work * * * including interest at 5 per cent per annum, and as soon as that sum has been paid said charges will cease and thereafter there shall be no further tunnel charges. If unforeseen or unusual conditions or accidents shall at any time make a further charge necessary or equitable it shall be governed by additional regulations of the Secretary of War."

	Cost	Interest charges	Tunnel toll credits	Balance *
Cost of that section of the tunnel within the confines of the Fort Mason Military Reservation—per Chief Engineer's figures at date of acceptance, October 22, 1914.	\$273,149 38			
June 30, 1915.		\$9 446 42	\$8,500 00	\$274,095 80
June 30, 1916.		13,704 79	18,155 00	269,645 59
June 30, 1917.		13,482 28	14,705 00	268,422 87
June 30, 1918.		13,421 14	33,970 00	247,874 01
June 30, 1919.		12,393 70	40,340 00	219,927 71
June 30, 1920.		10,996 39	23,020 00	207,904 10
June 30, 1921.		10,395 20	28,304 00	189,995 30
June 30, 1922.		9,499 77	13,000 00	186,495 07
June 30, 1923.		9,324 75	10,010 00	185,809 82
June 30, 1924.		9,290 49	9,740 00	185,360 31
Totals.	\$273,149 38	\$111,954 93	\$199,744 00	\$185,360 31

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1. SCHEDULE 2.

Analysis of property and equipment as of June 30, 1924, and June 30, 1923, showing comparative values of real estate, piers and wharves, buildings, equipment, etc.

	Balance, June 30, 1924	Balance, June 30, 1923
Real estate purchase—		
El Embarcadero, foot of Harrison street.....	\$25,000 00	\$25,000 00
India Basin.....	852,548 72	852,548 72
Total real estate.....	\$877,548 72	\$877,548 72
Seawall lots—		
Seawall Lot C—cost of filling.....	\$7,732 93	\$7,732 93
Seawall Lot 21—cost of filling.....	891 22	891 22
Islais inner.....	563 00	
Total Seawall lots.....	\$9,187 15	\$8,624 15
Piers and wharves—		
Fisherman's wharves.....	\$141,537 09	\$137,992 81
Pier No. 43.....	107,111 18	107,078 43
Pier No. 41.....	403,885 69	403,881 79
Pier No. 39.....	567,510 11	567,527 63
Pier No. 37.....	400,706 64	400,706 64
Pier No. 35.....	640,174 76	640,174 76
Pier No. 33.....	586,728 63	586,728 63
Pier No. 31.....	610,599 52	610,599 52
Pier No. 29.....	543,311 41	543,311 41
Pier No. 27.....	268,604 42	268,176 04
Pier No. 25.....	338,363 37	338,363 37
Pier No. 23.....	132,890 94	132,890 94
Pier No. 21.....	220,780 23	220,780 23
Pier No. 19.....	121,534 30	121,534 30
Pier No. 17.....	308,558 46	307,335 33
Pier No. 15.....	168,145 77	168,145 77
Pier No. 11.....	216,111 52	216,111 52
Pier No. 9.....	87,902 39	87,902 39
Pier No. 7.....	195,075 92	195,075 92
Pier No. 5.....	200,205 96	200,060 59
Pier No. 3.....	491,562 04	491,562 04
Pier No. 1.....	13,266 50	13,266 50
Pier No. 14.....	78,538 97	78,538 97
Pier No. 16.....	244,834 36	244,834 36
Pier No. 18.....	249,879 25	249,879 25
Pier No. 20.....	182,015 45	182,015 45
Pier No. 22.....	268,362 86	268,362 86
Pier No. 24.....	226,631 64	226,631 64
Pier No. 26.....	665,237 15	665,237 15
Pier No. 28.....	454,340 77	454,340 77
Piers Nos. 30 and 32.....	1,275,008 89	1,275,008 89
Pier No. 34.....	227,196 20	222,124 86
Pier No. 36.....	416,323 37	416,323 37
Pier No. 38.....	363,311 67	363,311 67
Pier No. 40.....	368,884 87	368,884 87
Pier No. 42.....	364,535 90	333,447 44
Pier No. 44.....	320,468 34	313,714 26
Pier No. 46.....	340,275 88	340,275 88
Second Street Wharf.....	6,997 00	6,997 00
Berry Street Wharf.....	45,934 72	45,934 72
Channel Street Wharf.....	33,000 00	33,000 00
China Basin Wharves.....	38,871 75	34,731 64
Pier No. 50.....	2,557 32	
Pier No. 54.....	284,059 95	284,059 95
Sixteenth Street Wharf.....	95,511 28	95,511 28
Central Basin Wharves.....	102,511 00	102,511 00
Islais Street Wharf.....	264,731 29	167,197 31
Bulkhead Wharf, Seawall Section D.....	16,650 40	16,650 40
Bulkhead Wharf, Seawall Section C.....	14,267 29	14,267 29
Bulkhead Wharf, Seawall Section A.....	4,200 00	4,200 00
Bulkhead Wharf, Seawall Section 2.....		

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1. SCHEDULE 2—Continued.

Analysis of property and equipment as of June 30, 1924, and June 30, 1923, showing comparative values of real estate, piers and wharves, buildings, equipment, etc.

	Balance, June 30, 1924	Balance, June 30, 1923
Piers and wharves—Continued.		
Bulkhead Wharf, Seawall Section 3	\$32,064 00	\$32,064 00
Bulkhead Wharf, Seawall Section 4	2,160 00	2,270 84
Bulkhead Wharf, Seawall Section 5		
Bulkhead Wharf, Seawall Section 6		
Bulkhead Wharf, Seawall Section 7	36,000 00	36,000 00
Bulkhead Wharf, Seawall Section 8	18,139 80	18,139 80
Bulkhead Wharf, Seawall Sections 11 and 11-A	80,743 00	80,743 00
Bulkhead Wharf, Seawall Section 12	103,130 04	103,130 04
Bulkhead Wharf, Seawall Section 13	5,512 69	5,512 69
Passenger ferry slips—Union Depot	923,054 34	930,924 23
Car ferry slips—Powell street	283,069 60	283,069 60
Car ferry slips—China Basin	145,100 44	145,100 44
Total piers and wharves.	\$15,348,678 33	\$15,204,153 48
Buildings—		
Barge office, Seawall Section B	\$18,714 20	\$18,714 20
Miscellaneous, Fisherman's Wharf	10,013 52	10,013 52
Booth Market, Fisherman's Wharf	28,540 79	28,540 79
Free Market, Fisherman's Wharf	1,292 42	1,292 42
Borzone Market, Fisherman's Wharf	24,469 75	24,469 75
Boat Builder's Shop, Fisherman's Wharf	11,416 02	11,416 02
Wharfinger's Office, Seawall Section 1	150 00	150 00
Miscellaneous Sheds, Seawall Section 4	3,147 00	3,147 00
Miscellaneous Buildings, Seawall Sections 5 and 6	1,213 81	1,213 81
Union Depot (includes Ferry Building extension, American Express Building, etc.)	1,224,048 03	1,177,824 27
Concrete Office Buildings, Seawall Section 7	20,433 59	20,433 59
Post Office Building, Seawall Section 8	201,248 51	201,248 51
Southern Pacific Creek Route ticket office	3,032 78	3,032 78
Miscellaneous, Seawall Section 8	540 19	540 19
Wells-Fargo Building, Seawall Section 9-A	96,783 24	96,783 24
Launch Offices, Seawall Section 9-A	16,876 73	16,876 73
U. S. Naval Training Station Building, Pier 14	7,707 34	7,707 34
Fire House, Seawall Section 9-B	14,113 47	14,113 47
Miscellaneous, Seawall Section 9-B	4,514 59	4,514 59
Miscellaneous, Central Basin	250 00	250 00
Miscellaneous Buildings, Seawall Lot 4	199 74	199 74
Office Building and Platform, Seawall Lot 5	4,341 87	4,341 87
Shed and Platform, Seawall Lot 11	2,926 30	2,926 30
Shed and Platform, Seawall Lot 12	10,295 64	10,295 64
Market Building, Seawall Lot 16	5,476 00	5,476 00
Miscellaneous, Seawall Lot 17	63 33	63 33
Bunkers Foundation, Seawall Lot 25	2,473 49	2,473 49
Total buildings.	\$1,714,282 35	\$1,668,058 59
Sewers and pavements—		
Sewers	\$8,035 47	\$6,437 97
Pavements on The Embarcadero	522,720 47	463,849 92
Pavements on streets adjoining Seawall Lots	141,052 74	154,603 81
Total sewers and pavements.	\$671,808 68	\$624,891 70
Seawalls—		
Section E	\$251 00	\$251 00
Section D	384 48	384 48
Section B	114,601 18	114,601 18
Section A	85,614 53	85,614 53
Section 1	165,631 40	165,631 40
Section 2	167,504 09	167,504 09
Section 3	235,049 51	235,049 51

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 1. SCHEDULE 2—Concluded.

Analysis of property and equipment as of June 30, 1924, and June 30, 1923, showing comparative values of real estate, piers and wharves, buildings, equipment, etc.

	Balance, June 30, 1924	Balance, June 30, 1923
Seawalls—Continued.		
Section 4.....	\$240,872 01	\$240,872 01
Section 5.....	169,893 57	169,893 57
Section 6.....	126,779 73	126,779 73
Section 7.....	109,327 99	109,327 99
Section 8.....	80,000 00	80,000 00
Section 8-B.....	111,629 12	111,629 12
Section 8-A.....	86,008 09	86,008 09
Section 9-A.....	383,666 03	383,666 03
Section 9-B.....	317,615 63	317,615 63
Section 9.....	278,462 29	278,462 29
Section 10.....	116,414 75	116,414 75
Sections 11 and 11-A.....	85,999 85	85,999 85
Section 12.....	97,249 95	97,249 95
Section 13.....	140,238 71	140,238 71
China Basin.....	1,383 60	1,383 60
Islaïs street.....	940 40	825 38
Rock breakwater, Fisherman's Wharf.....	110,329 03	110,329 03
Total seawalls.....	\$3,225,846 94	\$3,225,731 92
General—		
Subway— El Embarcadero.....	\$133,096 17	\$207 79
Belt Railroad—roundhouse, shops, offices, main line, tracks, yards, spurs, tunnels, etc.....	914,557 87	906,290 34
Street lighting.....	121,014 72	121,014 72
Foot bridge viaduct to Market street.....	48,250 10	48,250 10
Islaïs Street Vegetable Oil Plant.....		126,561 26
Miscellaneous (including landing, floats, pile boom).....	24,275 39	23,811 32
Berry Street and China Basin terminal and warehouse.....	1,055,332 30	700,837 29
Islaïs Creek grain terminal.....	224,337 64	12,632 37
Total general.....	\$2,520,864 19	\$1,939,605 19
Equipment—		
Ferry Building.....	\$27,224 84	\$26,880 59
Executive offices.....	17,315 65	16,918 10
Engineering Department.....	9,600 03	10,684 54
Purchasing Department.....	1,028 83	1,028 83
Electrical Department.....	28,166 77	27,488 70
Maintenance and Repair Department.....	126,111 12	126,400 73
Piers and wharves.....	1,469 92	1,840 18
Tugs and dredges.....	127,158 33	127,149 83
Belt Railroad.....	224,078 50	191,026 50
Automobiles.....	35,297 87	31,148 50
Fire equipment.....	72,968 66	72,060 10
Cargo handling.....	9,009 55	8,621 78
Vegetable Oil Plant, Islaïs street, including oil barge "Mohican".....		70,515 28
Total equipment.....	\$679,430 07	\$711,763 66
Total property and equipment.....	\$25,047,646 43	\$24,260,377 41

Comparative statement of revenue and expense for the fiscal years ended June 30, 1923, and June 30, 1924.

	Fiscal year ended June 30, 1924	Fiscal year ended June 30, 1923	Fiscal year ended June 30, 1923
Operating revenue			
Rentals	\$1,186,737 79	\$2,750,064 15	\$2,654,511 65
Dockage	218,976 18		
Tolls	884,961 00		
Wharf storage	3,857 24		
Wharf demurrage	26,002 67		
Rent, portable equipment	2,420 85		
Belt Railroad	427,108 42		
Islais Creek Oil Plant			
Operating expense			
General and operating expense	\$822,928 56	\$1,123,513 29	\$1,161,862 29
Repairs and maintenance	300,384 73		
Net operating revenue			
Miscellaneous receipts and adjustments			
Interest on bank balances	\$6,671 18	\$36,447 96	\$33,384 34
Interest on Fort Mason Tunnel account	9,290 49		
Cash discount earned	3,123 13		
Sales of materials, damage charges, etc.	7,247 41		
Adjustment of materials and supplies inventory	376 74		
Power service and current revenue	9,739 01		
Miscellaneous expenditures and adjustments			
Industrial accident compensation	\$34,784 23	44,770 17	22,451 33
Fire insurance expense	9,985 94		
Net miscellaneous revenue			
Fixed charges			
Accrued interest on bonds	\$516,420 00	\$573,521 26	\$1,503,582 37
San Francisco Seawall Bonds	\$2,300 00		636,020 00
Second San Francisco Seawall Bonds	360,000 00		
Third San Francisco Seawall Bonds	120,000 00		
India Basin Bonds	34,120 00		
Bond maturities	\$57,101 26		115,000 00
San Francisco Seawall Bonds			
Current revenue surplus		\$1,044,707 39	\$867,562 37

*Decrease

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 2. SCHEDULE 1.

Comparative statement of operating revenue and expenses for the fiscal years ended June 30, 1924, and June 30, 1923.

	June 30, 1924		June 30, 1923	
	Revenue	Expense	Revenue	Expense
Sections B, C and D of the seawall.....	\$30,900 20	\$77 06	\$30,798 40	\$101 52
Fisherman's Wharf.....	20,495 80	22,581 68	20,498 14	9,030 00
Car ferry slips, Powell street.....	44,553 79	1,180 79	49,725 24	6,098 51
Pier No. 43.....	12,485 84	9,594 64	6,741 94	5,774 34
Pier No. 41.....	51,796 61	11,513 12	43,135 26	9,134 83
Pier No. 39.....	43,519 81	2,735 41	27,851 03	5,877 94
Pier No. 37.....	52,287 28	2,424 12	50,642 82	5,243 60
Pier No. 35.....	43,454 13	13,446 79	42,475 47	22,643 79
Pier No. 33.....	30,468 49	974 42	31,960 65	2,104 11
Pier No. 31.....	34,940 26	761 70	35,582 56	1,449 11
Pier No. 29.....	49,140 63	4,060 60	38,147 66	2,954 69
Pier No. 27.....	9,780 10	7,367 98	9,573 85	8,069 66
Pier No. 25.....	30,723 98	4,837 74	21,393 62	2,829 79
Pier No. 23.....	13,146 34	910 42	12,310 96	12,927 18
Pier No. 21.....	26,756 96	8,196 79	25,407 03	10,269 55
Pier No. 19.....	13,116 33	3,582 36	12,632 52	4,520 76
Pier No. 17.....	27,015 31	4,103 86	27,912 53	3,564 10
Pier No. 15.....	20,181 38	164 07	22,702 93	1,481 00
Pier No. 11.....	29,086 87	5,719 87	26,994 30	6,112 79
Pier No. 9.....	30,486 39	13,762 11	31,424 59	4,211 59
Pier No. 7.....	44,781 65	19,364 56	46,145 20	6,718 56
Pier No. 5.....	23,030 56	1,180 21	21,715 25	1,404 51
Pier No. 3.....	35,851 58	1,724 51	36,681 33	3,527 53
Pier No. 1.....	20,052 19	3,496 31	18,822 94	899 28
Pier No. 14.....	49,634 57	7,335 66	49,495 43	3,495 97
Pier No. 16.....	38,410 29	8,642 44	38,476 92	4,221 79
Pier No. 18.....	33,267 82	10,068 43	32,997 67	3,749 38
Pier No. 20.....	22,574 16	4,566 46	24,026 50	8,929 72
Pier No. 22.....	26,371 68	1,710 80	22,231 34	3,097 54
Pier No. 24.....	34,794 21	7,414 67	30,592 82	4,387 34
Pier No. 26.....	36,802 81	4,415 06	44,520 41	8,300 04
Pier No. 28.....	35,664 63	11,622 53	32,475 54	8,910 27
Pier No. 30.....	60,702 34	15,156 22	66,473 93	6,838 80
Pier No. 32.....	46,495 63	5,021 13	48,294 97	6,813 96
Pier No. 34.....	25,084 86	18,408 89	21,846 96	5,392 23
Pier No. 36 and car ferry slip.....	35,942 73	29,756 72	36,715 60	6,610 72
Pier No. 38.....	29,608 33	1,472 08	27,407 34	5,176 38
Pier No. 40.....	25,827 38	929 61	23,494 74	2,941 59
Pier No. 42.....	40,001 47	2,610 05	78,533 94	1,008 46
Pier No. 44.....	49,309 38	3,907 27		2,356 85
Pier No. 46.....	53,914 98	6,582 99	43,500 81	3,894 74
Berry Street Wharf and Second Street.....	5,322 11		3,575 72	
Channel Street wharves.....	15,288 20	7,106 46	13,945 25	6,552 67
China Basin wharves and ferry slip.....	51,509 79	1,677 05	47,480 52	9,573 81
Pier No. 54.....	52,156 35	7,374 83	51,397 75	264 47
Central Basin wharves and ferry slip.....	130,227 84	3,389 83	118,041 87	56,385 94
Tulare Street Wharf.....	8,848 60		7,432 25	
Islais Street Wharf—outer.....	15,812 43	3,355 34	5,558 51	1,711 64
Islais Street Wharf—inner.....	8,506 16	1,029 37	6,433 59	2,728 71
Ferry Building (Union Depot) and ferry slips.....	443,713 26	159,732 52	444,940 47	168,283 65
Seawall lots and lands.....	188,614 53	2,080 67	180,572 77	2,571 63
El Embarcadero loop.....	15,240 00		15,000 00	
Miscellaneous rents.....	2,835 86		3,501 25	
Streets.....		37,250 42		47,025 03
Fog bells and underground system.....		3,024 12		5,904 56
Belt Railroad.....	427,108 42	300,122 04	428,492 01	324,857 76
Tugs and dredgers.....		107,363 13		115,411 73
Wharfingers.....		44,373 27		46,715 79
Administrative expense.....		74,392 50		84,947 94
Police and fire protection.....		48,749 15		13,794 95
Portable equipment.....	2,420 85	369 83	1,578 79	464 69
Islais Creek Vegetable Oil Plant.....		13 71	14,199 76	12,120 34
Landing floats and pile drivers.....		4,327 17		
General expense.....		34,399 75		39,651 22
Total operating revenue and expense.....	\$2,750,064 15	\$1,123,513 29	\$2,654,511 65	\$1,162,041 65

BOARD OF STATE HARBOR COMMISSIONERS—

Analysis of revenue from operations for the fiscal years

	Totals		Rentals	
	1924	1923	1924	1923
Sections B, C and D of the seawall.....	\$30,900 20	\$30,798 40	\$15,977 86	\$15,164 40
Fisherman's Wharf.....	20,495 80	20,498 14	11,526 80	10,239 37
Car ferry slips, Powell street.....	44,553 79	49,725 24	570 00	1,057 50
Pier No. 43.....	12,485 84	6,741 94	3,116 61	1,350 00
Pier No. 41.....	51,796 61	43,135 26	4,036 80	1,524 35
Pier No. 39.....	43,519 81	27,851 03	10,821 94	2,679 90
Pier No. 37.....	52,287 28	50,642 82	15,028 97	15,062 28
Pier No. 35.....	43,454 13	42,475 47	14,059 80	14,059 80
Pier No. 33.....	30,468 49	31,960 65	9,877 92	9,877 92
Pier No. 31.....	34,940 26	35,582 56	8,787 36	8,792 40
Pier No. 29.....	49,140 63	38,147 66	16,889 72	16,459 68
Pier No. 27.....	9,780 10	9,573 85	1,605 00	1,507 50
Pier No. 25.....	30,723 98	21,393 62	7,110 19	7,175 85
Pier No. 23.....	13,146 34	12,310 96	2,987 76	3,454 01
Pier No. 21.....	26,756 96	25,407 03	6,763 92	6,643 92
Pier No. 19.....	13,116 33	12,632 52	6,552 12	6,433 87
Pier No. 17.....	27,015 31	27,912 53	10,993 60	11,385 09
Pier No. 15.....	20,181 38	22,702 93	15,188 16	15,338 16
Pier No. 11.....	29,086 87	26,994 30	7,536 36	7,536 36
Pier No. 9.....	30,486 39	31,424 59	12,910 69	13,012 32
Pier No. 7.....	44,781 65	46,145 20	20,839 49	20,407 96
Pier No. 5.....	23,030 56	21,715 25	12,576 80	11,580 43
Pier No. 3.....	35,851 58	36,681 33	21,100 44	21,275 44
Pier No. 1.....	20,052 19	18,822 94	5,075 04	4,900 04
Pier No. 14.....	49,634 57	49,495 43	47,152 20	47,152 20
Pier No. 16.....	38,410 29	38,476 92	19,261 32	19,261 32
Pier No. 18.....	33,267 82	32,997 67	17,082 84	17,082 84
Pier No. 20.....	22,574 16	24,026 50	11,633 40	11,617 29
Pier No. 22.....	26,371 68	22,231 34	7,045 68	7,800 47
Pier No. 24.....	34,794 21	30,592 82	14,846 97	12,101 75
Pier No. 26.....	36,802 81	44,520 41	12,338 64	12,388 64
Pier No. 28.....	35,664 63	32,475 54	8,561 36	8,472 26
Pier No. 30.....	60,702 34	66,473 93	15,013 20	15,426 21
Pier No. 32.....	46,495 63	48,294 97	13,146 72	12,733 71
Pier No. 34.....	25,084 86	21,846 96	7,493 16	7,174 25
Pier No. 36.....	35,942 73	36,715 60	4,727 52	4,452 52
Pier No. 38.....	29,608 33	27,407 34	13,300 85	14,540 88
Pier No. 40.....	25,827 38	23,494 74	9,649 48	7,397 40
Pier No. 42.....	40,001 47	78,533 94	7,741 76	7,356 25
Pier No. 44.....	49,309 38		12,010 08	
Pier No. 46.....	53,914 98	43,500 81	12,930 60	13,016 46
Berry Street and Second Street wharves.....	5,322 11	3,575 72	2,977 20	3,452 20
Channel Street Wharf.....	15,288 20	13,945 25		
China Basin wharves and car ferry slip.....	51,509 79	47,480 52	10,852 90	13,045 40
Pier No. 54.....	52,156 35	51,397 75	17,533 32	17,533 32
Central Basin wharves and car ferry slip.....	130,227 84	118,041 87	45,937 65	40,108 30
Tulare Street Wharf.....	8,848 60	7,432 25	240 00	240 00
Islais Street Outer Wharf.....	15,812 43	5,558 51		
Islais Street Inner Wharf.....	8,506 16	6,433 59		
Ferry Building (Union Depot) and ferry slips.....	443,713 26	444,940 47	427,537 20	427,773 71
Seawall lots and lands.....	188,614 53	180,572 77	188,614 53	180,572 77
El Embarcadero loop.....	15,240 00	15,000 00	15,240 00	15,000 00
Miscellaneous rents.....	2,835 86	3,501 25	2,835 86	3,501 25
Portable equipment.....	4,420 85	1,578 79		
Belt Railroad.....	427,108 42	428,492 01		
Islais Creek Vegetable Oil Plant.....		14,199 76		
Total revenue from operations.....	\$2,750,064 15	\$2,654,511 65	\$1,186,737 79	\$1,146,119 95

ACCOUNT 2. SCHEDULE 2

ended June 30, 1924 and June 30, 1923.

Dockage		Tolls		Wharf demurrage and wharf storage		Miscellaneous	
1924	1923	1924	1923	1924	1923	1924	1923
\$2,683 70	\$2,965 75	\$12,238 64	\$12,668 25				
8,969 00	10,258 77	43,983 79	48,667 74				
2,424 80	2,081 80	6,935 30	2,708 04	\$9 13	\$602 10		
8,137 40	3,120 80	38,377 96	38,198 12	1,244 45	291 99		
7,325 05	3,764 55	24,798 12	19,753 37	574 70	1,653 21		
7,386 80	4,431 20	29,213 75	30,363 08	657 76	786 26		
2,376 50	2,256 55	26,489 63	25,993 37	528 20	165 75		
3,467 20	1,897 95	16,559 59	19,959 82	563 78	224 96		
2,068 65	1,522 15	23,517 25	24,359 76	567 00	908 25		
2,262 85	1,566 60	29,268 76	19,522 38	719 30	599 00		
1,433 80	1,361 20	3,930 70	3,738 30	2,810 60	2,966 85		
1,942 40	1,886 40	20,349 75	11,934 98	1,321 64	396 39		
3,851 45	5,326 80	3,865 18	2,718 25	2,441 95	811 90		
4,515 40	3,104 80	15,364 29	15,348 45	113 35	309 86		
3,916 75	3,756 15	2,610 11	2,413 00	37 35	29 50		
5,283 80	4,453 50	10,900 64	11,877 79	737 27	196 15		
2,927 05	2,065 55	2,066 17	5,299 22				
3,274 60	1,866 40	17,211 43	17,404 54	1,064 48	187 00		
9,701 05	9,341 55	7,866 90	9,066 97	7 75	3 75		
8,830 25	9,304 60	14,684 03	16,385 18	427 88	47 46		
5,620 75	5,039 00	4,638 56	4,875 52	194 45	220 30		
7,031 25	6,825 85	7,702 39	8,505 69	17 50	74 35		
7,343 55	7,370 15	7,633 60	6,552 75				
2,245 20	2,095 75	237 17	247 48				
6,431 15	5,892 10	11,918 07	12,504 25	799 75	819 25		
4,382 30	4,149 65	10,435 18	10,524 88	1,367 50	1,240 30		
3,663 05	3,086 75	6,995 66	8,726 61	282 05	595 85		
1,956 25	4,261 25	17,144 77	9,398 62	224 98	771 00		
7,517 60	5,434 60	12,039 14	12,860 46	390 50	196 01		
3,185 55	1,016 65	21,038 87	30,226 51	239 75	888 61		
2,437 60	2,284 50	24,552 47	21,419 06	112 90	299 72		
2,686 00	4,725 00	42,937 51	46,269 27	65 63	53 45		
3,470 30	4,395 20	28,243 37	28,981 21	1,635 24	2,184 85		
4,417 70	1,518 75	12,991 00	12,910 96	183 00	243 00		
4,384 15	2,610 05	26,815 06	29,438 58	36 00	214 45		
6,019 00	6,131 05	10,117 63	6,489 66	170 85	245 75		
3,845 65	1,860 95	12,130 22	13,550 46	202 03	685 93		
3,948 75	7,346 10	28,124 72	63,184 71	186 24	646 88		
2,391 45		34,701 58		206 27			
2,738 90	4,095 10	37,891 39	25,409 25	354 09	980 00		
744 75	110 70	1,583 92	12 82	16 24			
4,515 40	5,672 85	10,772 80	8,222 90		49 50		
6,026 20	4,203 80	34,620 79	30,226 52	9 90	4 80		
5,166 15	4,199 55	26,549 87	26,456 93	2,907 01	3,207 95		
14,478 23	13,896 20	69,792 61	64,005 27	19 35	32 10		
4,508 50	3,708 85	4,100 10	3,483 40				
1,782 10	855 00	7,637 84	3,781 43	6,392 49	922 08		
3,279 90	2,560 85	5,206 66	3,273 99	19 60	598 75		
		16,176 06	17,166 76				
						\$2,420 85	\$1,578 79
						427,108 42	428,492 01
						14,199 76	
\$218,976 18	\$191,679 32	\$884,961 00	\$847,086 56	\$29,859 91	\$25,355 26	\$429,520 27	\$444,270 56

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 2. SCHEDULE 3.

Analysis of expense of operation for fiscal years ended June 30, 1924 and June 30, 1923.

	Totals	General and operating expense		Repairs and maintenance	
		June 30, 1924	June 30, 1923	June 30, 1924	June 30, 1923
sections B, C and D of the seawall					
fisherman's wharf					
2-car ferry slip, Powell street					
Pier No. 43	\$77.06	\$101.52	\$77.06	\$101.52	\$21,556.88
Pier No. 43	22,581.68	9,030.00	1,024.80	3,167.96	\$5,862.04
Pier No. 43	1,180.79	6,098.51	98.07	23.67	6,074.84
Pier No. 43	9,594.64	5,774.34	65.70	145.08	5,629.26
Pier No. 43	11,513.12	9,134.83	579.62	1,087.50	9,528.94
Pier No. 41	2,735.41	5,877.94	274.30	1,649.23	10,933.50
Pier No. 39	2,424.12	5,243.60	668.78	818.71	2,461.11
Pier No. 37	13,446.79	22,643.73	477.98	574.85	1,755.34
Pier No. 35	974.42	2,104.11	359.15	442.40	12,968.81
Pier No. 33	761.70	1,449.11	360.45	444.27	615.27
Pier No. 31	4,060.60	2,854.69	423.54	562.12	401.25
Pier No. 29	7,367.98	8,069.66	337.39	476.37	3,687.06
Pier No. 27	4,837.74	2,829.73	257.91	383.74	7,030.59
Pier No. 25	910.42	12,927.18	217.11	2,607.94	4,579.83
Pier No. 23	8,196.79	10,269.55	244.37	878.79	683.31
Pier No. 21	3,582.36	4,520.76	231.49	949.02	7,982.42
Pier No. 21	4,103.86	3,564.10	363.78	398.54	3,350.87
Pier No. 20	164.07	1,481.00	118.73	26.01	3,750.08
Pier No. 25	5,719.87	6,112.73	283.40	447.51	1,615.56
Pier No. 23	13,762.11	4,211.59	308.95	489.50	1,454.99
Pier No. 21	19,364.56	6,718.56	567.50	1,000.51	5,665.28
Pier No. 19	1,180.21	1,404.51	267.80	50.29	14,246.47
Pier No. 17	1,724.51	3,527.53	450.11	572.82	10,722.09
Pier No. 15	1,345.80	798.59			13,453.16
Pier No. 9	1,211.77	1,000.51			5,718.06
Pier No. 7	7,335.66	3,495.97	336.20	78.91	2,089.66
Pier No. 5	8,642.44	4,221.79	260.77	912.41	2,984.71
Pier No. 3	10,088.43	3,749.38	341.18	3,984.45	788.59
Pier No. 1-A	4,566.46	8,929.72	624.16	188.91	3,942.30
Pier No. 1	1,710.22	3,097.54	715.01	244.42	8,740.81
Pier No. 14	7,414.67	4,387.34			2,863.12
Pier No. 16	8,381.67				6,971.81
Pier No. 18					3,726.25
Pier No. 20					
Pier No. 22					
Pier No. 24					

Pier No. 26-----	8,300 04	4,415 06	449 41	308 35	4,106 71	7,850 63
Pier No. 28-----	11,622 53	8,910 27	211 88	350 91	11,410 65	8,559 36
Pier No. 30-----	15,156 22	6,838 80	242 14	605 87	14,914 08	6,232 38
Pier No. 32-----	5,021 13	6,813 96	324 95	481 18	4,696 18	6,332 78
Pier No. 34-----	18,408 89	5,392 23	402 95	375 58	18,005 94	5,016 65
Pier No. 36 and ear ferry slip-----	29,756 72	6,610 72	456 33	1,958 10	29,300 39	4,652 62
Pier No. 38-----	1,472 08	5,176 38	300 70	147 09	1,171 38	5,029 29
Pier No. 40-----	929 61	2,941 53	169 98	360 37	759 63	2,581 22
Pier No. 42-----	2,610 05	1,008 46	241 17	279 62	2,368 88	728 84
Pier No. 44-----	3,907 27	2,356 85	593 55	435 12	3,313 72	1,921 73
Pier No. 46-----	6,582 99	3,894 74	790 27	670 10	5,792 72	3,224 64
Channel Street wharves-----	7,106 46	6,552 67	10 42	9 51	7,096 04	6,543 16
China Basin Wharf and car ferry slip-----	1,677 05	9,573 81	58 47	3,589 76	1,618 58	5,984 05
Pier No. 54-----	7,374 83	264 47	212 16	263 72	7,162 67	75
Central Basin wharves and car ferry slip-----	3,389 83	56,385 94	167 07	968 10	3,222 76	55,417 84
Islais Street Wharf—outer-----	562 19	1,711 64	-----	182 62	502 19	1,529 02
Islais Street Wharf—inner-----	1,029 37	2,728 71	16 38	1,761 32	1,012 99	967 39
Ferry Building (Union Depot) and ferry slips-----	159,732 52	168,283 65	95,972 56	94,224 80	63,759 96	74,058 85
Seawall lots and lands-----	2,080 67	2,571 63	-----	2,080 67	2,080 67	2,080 67
Streets-----	37,250 42	47,025 63	19,625 19	23,711 08	17,625 23	23,314 55
Fog bells and underground system-----	3,024 12	5,904 56	1,772 06	2,897 23	1,252 06	3,007 33
Belt Railroad-----	30,122 04	324,857 76	189,366 26	204,689 17	100,755 78	120,168 69
Tugs and dredgers-----	107,363 13	115,411 73	86,624 85	89,259 88	20,738 28	26,151 85
Wharfingers-----	44,373 27	46,715 79	44,373 27	46,715 79	-----	-----
Office, administrative and legal-----	74,332 50	84,947 94	74,332 50	84,947 94	-----	-----
Police and fire protection-----	48,749 15	13,794 95	48,749 15	13,794 95	-----	-----
General-----	34,399 75	37,854 51	34,399 75	35,685 58	-----	2,168 33
Portable equipment-----	369 83	464 69	317 11	313 63	52 72	151 06
Landing floats and pile drivers-----	4,327 17	1,617 35	-----	4,327 17	1,617 35	417 74
Islais Creek Vegetable Oil Plant-----	13 71	12,120 34	-----	11,702 60	13 71	883 08
Total expense of operation-----	2,853 15	-----	1,970 07	-----	-----	-----
	\$1,123,513 29	\$1,161,862 29	\$622,928 56	\$640,594 72	\$500,584 73	\$521,267 67

BOARD OF STATE HARBOR COMMISSIONERS—ACCOUNT 2. SCHEDULE 4.

Comparative statement of revenue and expense of Belt Railroad for the fiscal years ended June 30, 1924, and June 30, 1923, as of July 31, 1924.

REVENUE

	June 30, 1924			June 30, 1923		
	Revenue	Number of switches	Revenue per switch	Revenue	Number of switches	Revenue per switch
Switching—						
Local switches at \$3.50 each.	\$400,183.00	114,338	\$394,511.25	112,718	2,172.00	1,552
Local switches at \$1.40 each.	3,186.40	2,276	1,685.00	337	172	1,552
Baggage cars at \$5.00 each.	860.00	172	320.00	32	140.00	32
Passenger cars at \$10.00 each.	140.00	14	4,221.25	1,777	3,957.75	1,706
Empty cars at \$2.25, \$3.00, \$4.25 each.	3,957.75	1,706				
Total switching revenue.	\$408,327.15	118,506	\$3,445	\$402,909.50	116,416	\$3,461
Incidentals to above services—						
Track rental at \$2.50 and \$0.50 per car per day—	\$3,782.50			\$3,802.50		
Storage charges at \$3.00 per day—	4,713.00			8,331.50		
Sunday service, use of locomotive and crew, additional to switching charges—	9,775.00			1,771.25		
Equipment rentals, box, flat and locomotive crane—	9,106.95			11,172.25		
Miscellaneous—	203.82			505.01		
Total incidental revenue.	\$18,781.27	118,506	\$0.159	\$25,582.51	116,416	\$0.220
Total revenue.	\$427,108.42	118,506	\$3.604	\$428,482.01	116,416	\$3.681

EXPENSE

	June 30, 1924		June 30, 1923	
	Expense	Number of switches	Expense	Number of switches
		Expense per switch		Expense per switch
Maintenance of equipment—				
Locomotives	\$32,071.81		\$34,011.47	
Flat, box and crane cars	1,641.92		3,936.75	
Shop machinery and tools	1,146.83		1,580.21	
Foreign freight cars	2,337.02		469.63	
Superintendence	2,479.96		3,389.92	
Total maintenance of equipment	\$39,677.53	118,506	\$43,387.98	116,416
Maintenance of roadway and buildings—				\$0.373
Track repairs and renewals	\$58,557.79		\$73,530.55	
Office buildings	69.89		306.06	
Shops and roundhouses	2,434.56		2,944.00	
Total maintenance of roadway and buildings	\$61,062.24	118,506	\$76,780.61	116,416
Operating expense—				\$0.660
Cleaning yards and cars	\$93.91		\$102.16	
Operation of locomotive crane	1,377.07		1,310.79	
Yardmasters and yard clerks	13,579.27		14,358.36	
Train and engineers	125,284.94		127,479.34	
Enginemen supplies	11,638.87		14,379.08	
Fuel and water for locomotives	43,449.58		43,617.20	
Locomotive supplies and expense	3,490.28		2,952.34	
Clearing wrecks	252.34		489.90	
Total operating expense	\$199,366.26	118,506	\$204,689.17	116,416
Accident compensation	\$7,002.63	118,506	\$0.059	\$5,843.31
Administrative and general	\$16,855.18	118,506	\$0.142	\$13,083.56
Total expense	\$223,923.84	118,506	\$2.734	\$242,784.63
Net operating revenue	\$103,144.58	118,506	\$0.870	\$84,707.38
				116,416

BOARD OF STATE HARBOR COMMISSIONERS—EXHIBIT A.

Detail of property acquired fiscal years 1922-1923 and 1923-1924.

From revenue funds	Fiscal year ending June 30, 1924	Fiscal year ending June 30, 1923
Seawall lots.....	\$563 00	
Piers and wharves—		
Fisherman's wharves and basin.....	3,544 28	\$8,328 44
Pier No. 43.....	32 75	
Pier No. 41.....	3 90	623 46
Pier No. 39.....		2,033 47
Pier No. 33.....		169 87
Pier No. 27.....	428 38	585 15
Pier No. 25.....		970 83
Pier No. 23.....		14,207 37
Pier No. 21.....		12,054 20
Pier No. 19.....		7,701 25
Pier No. 17.....	1,223 13	3,677 08
Pier No. 5.....	145 37	12,894 42
Pier No. 20.....		82 23
Pier No. 22.....		147,887 95
Pier No. 28.....		729 26
Pier No. 34.....	5,071 34	53,270 99
Pier No. 42.....	31,088 46	41,114 24
Pier No. 44.....	6,754 08	91,860 82
Pier No. 46.....		695 89
China Basin wharves.....		3,085 33
Islais Street Wharf.....	23,477 70	354 65
Bulkhead Wharf, Seawall Lot, Section 5.....		110 84
Passenger ferry slips, Union Depot.....		7,963 25
Total piers and wharves.....	\$72,332 39	\$410,400 99
Buildings.....	\$46,223 76	\$3,940 94
Sewers and pavements.....	\$46,916 98	\$17,065 56
Seawalls.....	\$115 02	
General—		
Subway, El Embarcadero.....	\$132,888 38	\$207 79
Belt Railroad, structures and roadway.....	8,267 53	47,952 81
Islais Street Vegetable Oil Plant.....		265 73
Pile boom—Islais Creek.....	464 07	
Berry Street and China Basin Terminal.....	43,713 32	92,816 78
Islais Creek Grain Terminal.....	164,598 46	12,632 37
Total general.....	\$349,931 76	\$153,875 48
Equipment.....	\$49,436 48	\$64,608 02
From bond funds—		
China Basin Terminal.....	\$310,781 69	\$355,737 52
China Basin wharves.....	4,140 11	
Pier No. 50.....	2,557 32	
Islais Outer Wharf.....	74,056 28	
Islais Grain Terminal.....	47,106 81	
Total from bond funds.....	\$438,642 21	\$355,737 52
Totals.....	\$1,063,598 60	\$1,005,628 51
Deduct—Miscellaneous transfers—unallocated:		
From Pier No. 26.....	\$4 10	
From Fisherman's Wharf.....	18 35	22 45
From Pier No. 39.....	\$17 52	
From Bulkhead Wharf, Seawall, Section 5.....	110 84	
From passenger ferry slips, Union Depot.....	7,869 89	
From Islais Street Vegetable Oil Plant.....	126,561 26	
	134,559 51	
Total property and equipment acquired.....	\$869,039 09	\$1,005,606 06

MONTHLY INCOME FROM UNION DEPOT AND FERRY BUILDING AS OF JULY 1, 1924.

Tenant	Amount
American Railway Express Company.....	\$500 00
Anglo-California Trust Company.....	10 00
Badaracco, Chas.....	30 00
Bernhard and Behrens.....	100 00
Brown News Company.....	15 00
Butler and Sons, F. W.....	550 00
California Development Association.....	750 00
California Safety Locker Company (average).....	40 06
Checker Taxi Company.....	100 00
Cohen and Figone.....	507 67
Ferry Bakerite Company.....	1,200 00
Foster and Orear.....	4,100 00
Golden Gate Music Company	125 00
Gordon, I.....	230 00
Green Company, Robert.....	415 00
Key System Transit Company.....	3,076 84
McPartland and Reich.....	825 00
Monticello Steamship Company.....	115 00
Morganthau, Nanette.....	20 00
Nicholas, J. J.....	50 00
Northwestern Pacific Railroad Company.....	5,830 38
Pacific Telephone and Telegraph Company.....	821 06
Postal Telegraph and Cable Company.....	80 00
Presta and Addiego.....	77 50
Richardson, J. A.....	200 00
San Francisco Board of Education.....	25 00
San Francisco and Sacramento Railway Company.....	63 36
San Francisco Transfer Company.....	75 00
Southern Pacific Company.....	8,297 55
Spring Valley Water Company.....	60 00
State Board of Prison Directors.....	100 00
State Department of Agriculture.....	162 50
State Fish and Game Commission.....	17 82
State Mining Bureau.....	250 00
Travelers' Aid Society of California.....	10 00
Union Transfer Company.....	261 10
United States Department of Agriculture.....	50 00
United States Department of Forestry.....	1,000 00
United States Post Office.....	3,499 60
Van Noy Interstate Company.....	500 00
Western Pacific Railroad Company.....	1,618 20
Western Union Telegraph Company.....	85 00
Yellow Cab Company.....	100 00
Total.....	\$35,943 64

MONTHLY AND TERM INCOMES FROM LEASES OF SEAWALL LOTS WHICH WERE EXECUTED PRIOR TO JULY 1, 1924.

Lot	Lessee, term and monthly rental	Total for five-year period	Total for term of lease	
15 and portions of 14 23	Southern Pacific Company, 25 years from August 1, 1901. Southern Pacific Company, 25 years from October 1, 1909: 1st 5 years..... 2d 5 years..... 3d 5 years..... 4th 5 years..... 5th 5 years.....	\$500 00 990 00 1,325 00 1,271 90 1,422 80 1,552 14	\$30,000 00 59,400 00 79,500 00 76,314 00 85,368 00 93,128 40	\$150,000 00
24, subd. A	Associated Oil Company, 25 years from October 1, 1909: Assigned to W. R. Grace and Company, October 31, 1918. 1st 5 years..... 2d 5 years..... 3d 5 years..... 4th 5 years..... 5th 5 years.....	214 00 245 00 275 00 306 00 337 00	12,840 00 14,700 00 16,500 00 18,360 00 20,220 00	393,710 40
24, subd. B	Southern Pacific Company, 25 years from October 1, 1909: Assigned to Pacific Mail Steamship Company, November 10, 1919. 1st 5 years..... 2d 5 years..... 3d* 5 years..... 4th 5 years..... 5th 5 years.....	750 00 1,000 00 1,125 00 1,250 00 1,375 00	45,000 00 60,000 00 67,500 00 75,000 00 82,500 00	82,620 00
B	Crescent Lumber Company: Assigned to San Francisco Lumber Company, 25 years from April 1, 1910. 1st 5 years..... 2d 5 years..... 3d 5 years..... 4th 5 years..... 5th 5 years.....	225 00 230 00 235 00 240 00 245 00	13,500 00 13,800 00 14,100 00 14,400 00 14,700 00	330,000 00
7	Western Pacific Railway Company, 25 years from July 1, 1910: 1st 5 years..... 2d 5 years..... 3d 5 years..... 4th 5 years..... 5th 5 years.....	1,083 33 1,151 04 1,218 75 1,286 46 1,354 17	64,999 80 69,062 40 73,125 00 77,187 60 81,250 20	70,500 00
22, subd. A	Western Pacific Railway Company, 25 years from August 1, 1910: 1st 5 years..... 2d 5 years..... 3d 5 years..... 4th 5 years..... 5th 5 years.....	1,346 39 1,430 54 1,514 69 1,598 84 1,682 98	80,783 40 85,832 40 90,881 40 95,930 40 100,978 80	365,625 00
22, subd. B	Western Pacific Railway Company, 22 years and 7 months from January 1, 1913: 2 years, 7 months..... 1st 5 years..... 2d 5 years..... 3d 5 years..... 4th 5 years.....	240 09 264 66 280 23 295 79 311 36	7,721 79 15,879 60 16,813 80 17,747 40 18,681 60	454,406 40
19	Atchison, Topeka and Santa Fe Railway Company, 15 years from August 1, 1914.....	170 60	10,236 00	30,708 00
25	W. R. Grace and Company, 20 years from May 17, 1917.....	318 05	19,083 00	76,332 00
Portion of C	Shell Company of California, 25 years from September 15, 1917: 1st 5 years..... 2d 5 years..... 3d 5 years..... 4th 5 years..... 5th 5 years.....	339 06 -389 92 448 41 515 65 592 99	20,343 60 23,395 20 26,904 60 30,939 00 35,579 40	76,844 19 137,161 80

MONTHLY AND TERM INCOMES FROM LEASES OF SEAWALL LOTS WHICH WERE EXECUTED PRIOR
TO JULY 1, 1924—Concluded.

Lot	Lessee, term and monthly rental	Total for five-year period	Total for term of lease
21 Portion of 4	Toyo Kisen Kaisha, 5 years from January 1, 1923..... \$289 22 Purity Spring Water Company, 15 years from January 31, 1918: 1st 5 years..... 50 00 2d 5 years..... 55 00 3d 5 years..... 60 50	\$17,353 20 3,000 00 3,300 00 3,630 00	\$17,353 20
Islais Creek	H. W. Peabody and Company (Mohawk Oil Company), 10 years from September 18, 1919: 1st 5 years..... 62 50 2d 5 years..... 75 00	3,750 00 4,500 00	9,930 00
Islais Creek	Balfour, Guthrie and Company (Mohawk Oil Company), 10 years from September 18, 1919: 1st 5 years..... 62 50 2d 5 years..... 75 00	3,750 00 4,500 00	8,250 00
Islais Creek	Hind, Rolph and Company (Mohawk Oil Company), 10 years from September 18, 1919: 1st 5 years..... 62 50 2d 5 years..... 75 00	3,750 00 4,500 00	8,250 00
Islais Creek	S. L. Jones and Company (Mohawk Oil Company), 10 years from September 18, 1919: 1st 5 years..... 62 50 2d 5 years..... 75 00	3,750 00 4,500 00	8,250 00
Islais Creek	Willits and Patterson, 10 years from September 18, 1919: 1st 5 years..... 125 00 2d 5 years..... 150 00	7,500 00 9,000 00	16,500 00
	Total.....		\$2,244,690 99

CONTRACT WORK UNDER WAY AT DATE OF LAST BIENNIAL REPORT AND SINCE COMPLETED.

Contractor	Date of Contract	Description	Contract price	Payments	Date	Total	Date of Completion
Tibbitts Pacific Company-----	Oct. 20, 1921	Furnishing materials and constructing a bulkhead wharf in front of Pier 19 and a concrete bulkhead wharf extending from the existing section in front of Pier 25 to the existing section in front of Pier 21.	\$73,788 00 extras 173 73	\$6,087 51 6,640 92 3,320 46 4,980 69 11,068 20 8,854 56 3,301 15 4,427 28 1,660 23 173 73 18,447 00	Dec. 8, 1921 Jan. 5, 1922 Feb. 2, 1922 Mar. 2, 1922 Apr. 6, 1922 May 4, 1922 June 1, 1922 July 6, 1922 July 20, 1922 Aug. 3, 1922 Aug. 23, 1922	\$73,961 73	July 18, 1922
Pacific Boat Company-----	Dec. 8, 1921	Furnishing materials and building a single-screw inspection and tug boat.	\$10,759 00	\$2,151 80 2,151 80 *10,114 46	Dec. 22, 1921 Jan. 26, 1922 Feb. 23, 1922 June 30, 1922	\$10,759 00	May 26, 1922
Waterhouse Wilcox Company-----	Dec. 29, 1921	Furnishing and installing steel rolling or steel lift doors in bulkhead building at Pier 5.	\$6,973 00	\$3,922 21 1,307 44 1,743 25	June 1, 1922 July 20, 1922 Aug. 23, 1922	\$6,973 00	July 18, 1922
Healy-Tibbitts Construction Co.	Feb. 9, 1922	Furnishing materials and constructing the substructure for the China Basin Terminal.	\$736,275 13 extras 6,400 93	\$49,106 63 30,834 39 12,562 16 30,399 49 38,813 75 38,257 48 20,556 27 23,411 29 27,408 36 29,692 37 31,405 40 31,405 39	Apr. 20, 1922 May 25, 1922 June 22, 1922 July 27, 1922 Sept. 23, 1922 Oct. 25, 1922 Nov. 23, 1922 Jan. 4, 1923 Jan. 25, 1923 Feb. 21, 1923 Mar. 22, 1923 Apr. 26, 1923		

*(Contractor failed and work was completed by Board of State Harbor Commissioners.)

WORK CONTRACTED FOR AND COMPLETED WITHIN BIENNIAL PERIOD JULY 1, 1922, TO JUNE 30, 1924.

Contractor	Date of Contract	Description	Contract	Payments	Date	Total	Date of Completion
Clinton Construction Co.-----	July 20, 1922	Constructing an extension to Pier 22-----	\$76,365 00 extras 239 53	\$9,736 54 7,445 58 14,318 44 7,445 59 6,872 85 239 53 11,454 75 19,091 25	Sept. 21, 1922 Oct. 19, 1922 Nov. 23, 1922 Jan. 4, 1923 Jan. 18, 1923 Mar. 8, 1923 Mar. 29, 1923 May 3, 1923	\$76,604 53	Mar. 29, 1923
Clinton Construction Co.-----	Aug. 22, 1922	Furnishing materials and making extension to Pier 44-----	\$57,425 00	\$4,306 87 9,044 44 21,534 38 8,183 06 14,356 25	Nov. 9, 1922 Dec. 6, 1922 Mar. 1, 1923 Apr. 5, 1923 May 10, 1923	\$57,425 00	Apr. 5, 1923
Peters Construction Company ..	May 14, 1923	Furnishing material and constructing Islais Creek Grain Terminal.	\$16,480 00 extras 79 08	\$3,337 20 4,573 20 4,528 68 4,120 00	June 28, 1923 Aug. 2, 1923 Sept. 15, 1923 Oct. 18, 1923	\$16,559 08	Sept. 13, 1923
Renner Foundation Company ..	July 27, 1923	Furnishing material and constructing an extension to Islais Outer Wharf.	\$23,600 00 extras 84 47	\$2,478 00 8,496 00 6,726 00 5,900 00 84 47	Oct. 4, 1923 Nov. 8, 1923 Dec. 6, 1923 Jan. 9, 1924 Dec. 13, 1923	\$23,684 47	Dec. 5, 1923
Grant and Hart-----	Sept. 6, 1923	Furnishing material and labor for lowering car ferry apron at Pier 36.	\$12,698 00 extras 981 80	\$5,142 74 3,904 59 476 17 981 80 3,174 50	Oct. 18, 1923 Nov. 15, 1923 Dec. 6, 1923 Dec. 20, 1923 Jan. 1, 1924	\$23,684 47	Nov. 25, 1923

Sept. 13, 1923	Furnishing material and labor for street work from Pier 19 to Pier 27.	\$23,515 93	\$7,044 30 2,946 21 Dec. 26, 1923 6,746 44 Jan. 17, 1924 5,878 98 Feb. 21, 1924	Nov. 22, 1923 Dec. 26, 1923 Jan. 17, 1924 Feb. 21, 1924	\$23,515 93	Jan. 16, 1924
Dec. 13, 1923	Furnishing labor and material for extension of shed at Ishis Creek Grain Terminal.	\$45,623 00 extras 79 15	\$17,108 63 8,554 31 8,554 31 79 15 11,405 75	Feb. 8, 1924 Apr. 3, 1924 Apr. 17, 1924 June 5, 1924 May 22, 1924		
Grant and Hart						Apr. 17, 1924

WORK CONTRACTED FOR AND NOT COMPLETED WITHIN BIENNIAL PERIOD JULY 1, 1922, TO JUNE 30, 1924.

Contractor	Date of contract	Description	Contract price	Payments	Date
Tibbitts Pacific Company -----	Nov. 2, 1923	Constructing Subway under Ferry Loop on El Embarcadero.	\$238,700 00	\$20,050 80 20,408 85 10,409 17 4,085 00 6,802 96 9,640 32 2,684 00 21,298 90	Jan. 3, 1924 Jan. 31, 1924 Mar. 7, 1924 Mar. 27, 1924 Apr. 3, 1914 May 1, 1924 May 8, 1924 May 29, 1924
J. E. Back and Company -----	Jan. 17, 1924	Furnishing labor for laying marble floors in first floor waiting rooms in Ferry Building.	\$30,115 00	\$5,853 19 8,869 20 4,536 49 2,817 27 757 74	Mar. 6, 1924 Apr. 3, 1924 May 1, 1924 June 5, 1924 June 12, 1924
Clinton Construction Company -----	Mar. 3, 1924	Reconstruction of Isthia Outer Wharf -----	\$66,495 00	\$3,490 99	June 5, 1924
Renner and Bertolini -----	May 8, 1924	Furnishing labor and material for repairs to Pier 41 -----	\$38,676 00		

REPORT OF CHIEF WHARFINGER.

To the Board of State Harbor Commissioners.

GENTLEMEN: I herewith submit to your honorable Board a few new facts for your consideration:

The Wharfinger's Department is responsible for the collection of moneys through tolls, dockage and wharf demurrage over five and one-half (5½) miles of waterfront. It is a most important department in that it not only collects the moneys but controls and is responsible for the correct movement of cargoes and vessels in coastwise, inland waterway, foreign and intercoastal trade. In order to do this systematically and in a business-like manner, we have inaugurated a system of reports which are made to the Chief Wharfinger, thus enabling his office to keep in constant touch with these operations: That is, in the first place, we keep a strict account of the free-time period and moneys due from demurrage on cargoes loaded or discharged on the different piers and, in the second place, we keep a strict account of the collection of dockage and tolls, and enforce a strict adherence to making formal application for pier assignments. At the present time, we are averaging about 3000 operations per month.

When I first became head of this department in May, 1921, the fiscal year ended in June, 1921, one month later. I desire to show by comparison, taking as a basis our greatest source of revenue—the harbor rents—how the Wharfinger's Department has made substantial gains in revenue from the seventy-third fiscal year to and including the seventy-fifth fiscal year.

Seventy-third Fiscal Year—July 1, 1921, to June 30, 1922.

Greatest revenue—

Harbor rent	\$1,157,395	49
Revenue wharfinger's department	887,548	18
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Difference for comparison	\$269,847	31
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Seventy-fourth Fiscal Year—July 1, 1922, to June 30, 1923.

Harbor rent	\$1,147,032	57
Revenue wharfinger's department	1,057,993	93
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Difference for comparison	\$89,038	64
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Seventy-fifth Fiscal Year—July 1, 1923, to June 30, 1924.

Harbor rent	\$1,198,303	86
Revenue wharfinger's department	1,133,894	62
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Difference for comparison	\$64,409	24
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By this report, it is clearly shown that this department is advancing in revenue near the total collection of the rents along the waterfront, including the Ferry Building, the difference as shown in the seventy-fifth fiscal year being \$64,409.24 as against \$269,847.31 in 1921 to 1922, or the seventy-third fiscal year.

Total earnings, 1923-1924	\$2,761,080	95
Total earnings, 1921-1922	2,392,702	20
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Increase	\$368,378	75
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Wharfinger's department for same period, 1923-1924	\$1,133,894	62
Wharfinger's department for same period, 1921-1922	887,548	13
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Increase	\$246,346	49
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Of the total increase in the total earnings for the periods above mentioned (1921 to 1924), namely \$368,378.75, the Wharfinger's Department is responsible for \$246,346.49 of same.

There have been several very important changes embodied in the new tariff which will work to a great advantage for the waterfront patrons as a whole and will help to a very great degree the physical conditions at the peak of seasons when cargo offerings are handled in such quantities.

Our tonnage is growing in a substantial manner; for example, during my time as Chief Wharfinger:

July, 1921—June, 1922-----	8,193,435
July, 1922—June, 1923-----	10,087,936
July, 1923—June, 1924-----	10,607,309

Certain commodities which comprise this tonnage require more pier space than others. Certain foreign cargoes can be piled to a great extent while intercoastal cargoes can not and require three times as much pier space. As a result, with the ever-increasing business, we are in great need of new construction to provide for it. This Board of State Harbor Commissioners has seen the necessity of a building program and has already started to relieve a grave situation. As this condition has been realized, the port will forge ahead with healthy strides and all customers of the port will be accommodated with available facilities adequate for what may come.

Speaking of piers, it might be well to give a review of how many there are and to what use they are being put. Before starting the detail, it may be well to add that all piers on the waterfront of San Francisco are assigned to steamship companies excepting three-fourths of Pier 41.

There are 37 steamship companies in foreign trade operating 256 steamers. There are 13 steamship companies in the intercoastal trade operating 125 steamers, making a total of 381 steamers.

There are nine companies of the above list which are without permanent assignment, and operate 39 steamers.

Piers Along the Waterfront Harbor of San Francisco.

Total Piers—40.

Intercoastal and foreign—		Pier 14—U. S. Navy.
46-44-42-40-36-34-30		Pier 15—Coal Bunkers.
32-28-26-22-11-21-25		Pier 27—Potato Dealers (6).
29-31-33-35-37-39-41	(21)	Pier 43—Standard Oil.
Inland waterway—		Pier 54—Associated Terminals.
1-3-5-9-19-23	(6)	Pier—Sixteenth Street, Lumber Docks.
Coastwise—		China Basin, Lumber Docks, Hay.
38-24-20-16-18-7-17	(7)	Islais Creek, Lumber Docks, Grain.

In conclusion, it gives me great pleasure to be able to reflect the sentiments and purposes of the present Board of State Harbor Commissioners and also to be instrumental in putting into effect a policy which will be beneficial both to large operators as well as to the small ones. It is a policy which will hasten to develop a more universal cooperative spirit which we so earnestly desire to have exist along the harbor front of San Francisco at all times.

Respectfully submitted.

FRED S. KNIGHT,
Chief Wharfinger.

October 15, 1924.

TARIFF CHARGES OF THE BOARD OF STATE HARBOR COMMISSIONERS.

Charges for dockage, tolls, demurrage and rentals for use of state piers, wharves and bulkheads and rules and regulations for operation of the departments of the Board of State Harbor Commissioners are fully shown in the Tariff, a publication which can be obtained at the office of the board. The charges are briefly shown in the following statement:

Coastwise trade is defined as trade along the Pacific Coast of the United States between Mexico and the Canadian border inland waterway as trade or service between San Francisco and points located upon the bays, rivers and other inland waters of California; foreign and off-shore as all trans-Pacific trade and Atlantic seaboard trade.

	Definition	Rate	
		Foreign	Coastwise, etc.
Dockage:	*Charge assessed against vessel berthing at own assignment-----	None.	2 cents per ton first 200 net registered tonnage;
	At outside berths-----	Full rate.	$\frac{3}{4}$ cent each additional ton.
Tolls:	**Charge for cargo loaded or discharged on state wharves or in slips-----	15 cents general.	5 cents general.
Wharf demurrage:	***Charge for cargo delayed on state premises -----	25 cents ton first five days. 50 cents ton each succeeding five days.	25 cents ton first five days. 50 cents ton each succeeding five days.
Belt Railroad switching:	Charge for switching loaded freight cars between any two points on the tracks of the Belt Railroad-----	\$3.50 per car.	\$3.50 per car.

Rental charges will be assessed against steamship companies having sufficient business to require definite assignment of pier space on the basis of \$.012 coastwise or inland waterway; \$.006 foreign.

*Vessels engaged in foreign trade are not charged dockage at their own assignment. They are required, however, to load or discharge 500 tons per day, etc., in violation of which a penalty will be assessed against the vessel. If at outside berth full rate dockage is charged.

**No tolls will be charged shipper or consignee on import and export traffic moving through the Port of San Francisco on through bills of lading when originating at or destined to Japan, China, Philippine Islands, India, Australia, New Zealand, Fiji Islands or beyond, and when destined to or originating at points in the United States east of Ogden, Salt Lake City and Garfield, Utah; Albuquerque, Belen or Deming, New Mexico; and El Paso, Texas. Such tolls will be absorbed by rail and ocean carriers as shown by Supplement No. 11, Trans-Continental Freight Bureau Westbound Export Tariff No. 29-I, effective April 20, 1922, and Supplement No. 8, Trans-Continental Freight Bureau Eastbound Import Tariff No. 30-II, effective April 20, 1922.

***Foreign cargo must be removed from the wharf within seven days after discharge of vessel; coastwise cargo within five days after discharge of vessel; thereafter penalties as shown accrue. Coastwise cargo may be assembled five days before arrival of vessel; foreign cargo may be assembled seven days before arrival of vessel.

SUMMARY OF TONNAGE OVER WHARVES FOR THE FISCAL YEARS 1922-23 AND 1923-24.

	Inbound				Outbound				Grand total
	Coastwise	Inland waterway	Foreign	Total	Coastwise	Inland waterway	Foreign	Total	
1922—									
July	98,359	228,537	173,581	500,477	48,846	137,128	90,311	276,285	776,782
August	96,526	281,475	215,030	583,031	46,291	130,922	97,688	274,901	867,932
September	91,390	265,272	176,756	527,418	42,887	151,221	115,179	309,087	
October	117,799	270,324	229,275	617,398	47,429	135,748	117,870	301,047	918,445
November	104,054	249,023	191,997	545,074	45,356	123,558	161,536	330,450	875,524
December	91,752	240,194	230,615	582,561	38,420	114,227	129,230	281,877	844,438
1923—									
January	88,750	217,389	209,345	515,484	39,145	133,443	97,403	269,901	785,475
February	97,622	217,891	210,885	514,398	38,893	137,921	82,799	237,613	752,011
March	84,115	240,218	253,159	577,492	49,485	148,343	89,427	287,255	864,747
April	119,187	194,487	205,263	518,987	44,627	116,243	98,259	259,127	778,064
May	91,761	267,810	224,787	584,358	49,098	130,051	103,787	282,936	867,294
June	88,138	237,688	231,435	557,261	45,537	157,229	111,712	318,478	875,739
Totals, 1922-23	1,169,453	2,910,308	2,579,128	6,658,889	539,814	1,594,034	1,295,189	3,429,047	10,087,936
1923—									
July	94,394	223,263	272,680	590,336	46,141	178,549	116,904	341,594	931,930
August	114,118	283,154	266,167	663,439	52,911	153,030	128,346	334,291	997,730
September	108,473	268,868	233,486	610,827	57,414	170,327	103,174	330,915	941,742
October	105,655	291,110	211,207	607,972	50,400	172,225	141,047	363,672	971,644
November	101,420	206,630	216,638	524,688	52,966	197,287	128,362	378,615	903,303
December	88,399	271,599	194,927	554,925	43,744	120,283	120,996	285,023	839,948
1924—									
January	93,085	288,516	227,997	609,598	47,538	123,850	130,234	301,622	911,220
February	102,316	195,905	175,847	474,068	46,458	123,128	355,056	829,124	
March	123,521	239,084	181,871	574,476	52,259	163,552	111,611	327,422	901,888
April	129,362	197,230	183,338	510,530	55,694	140,601	104,990	301,285	811,815
May	114,288	198,138	229,640	542,066	44,996	110,282	95,202	250,480	792,546
June	120,591	210,107	211,326	542,024	48,405	109,209	74,771	232,385	774,409
Totals, 1923-24	1,265,621	2,873,604	2,635,724	6,804,949	598,326	1,824,665	1,378,765	3,802,360	10,807,930

REPORT OF THE SUPERINTENDENT OF THE BELT RAILROAD.

To the Board of State Harbor Commissioners.

GENTLEMEN: I herewith submit biennial report of the operation of the Belt Railroad for the fiscal period beginning July 1, 1922, and ending June 30, 1924.

OPERATION.

The Belt Railroad maintains a twenty-four-hour switching service, except on Sundays and legal holidays, when there is no service between 8 a.m. and midnight, with a provision in the tariff, however, for special engine service on these days, upon payment of the additional cost.

During this biennial period the demands upon the Belt Railroad for service have been increasingly greater, as an inspection of the comparative statement of revenue and expense, printed elsewhere in this report, will indicate. It has been necessary to work additional crews in order to care for this increased business, but by the exercise of strict economy it has been possible to do this and yet effect a saving in the total expense of the road as between the years 1923 and 1924, of nearly twenty thousand dollars. The number of carloads handled in this biennial period was 227,056, the month of October, 1923, being exceptionally high, with 14,368 carloads.

Additional revenue has been derived from the use of the Belt Railroad box cars furnished to shippers on a flat rental basis. The amount received from this source for the two fiscal years is \$11,930, representing some 2386 rentals. Another source of revenue is the Belt Railroad crane which is rented to anyone desiring the services of a fifteen-ton capacity locomotive crane. The tariff rate for this service is \$7.50 per hour, with a minimum charge of \$22.50. The amount received during the two fiscal years is \$9,173.25. The amounts received from miscellaneous sources, other than boxcar and crane rentals is detailed in the comparative statement above referred to.

MAINTENANCE.

Cost of track maintenance and maintenance of the mechanical equipment has been kept at the minimum consistent with good operation and safety. During the biennium it has been necessary to renew numbers of switches and frogs in the tracks, 60 new switches being placed at a cost of \$27,549 for material and 22 new frogs placed at a cost of \$5,492 for material. Much of the track material now in place has been in use for a number of years and consequently is increasingly hard to maintain, requiring frequent renewals and replacements.

CONSTRUCTION.

The reconstruction referred to in the previous report to the Board was completed in 1922 and has been in continuous operation since that time. While this greatly facilitated the movement of trains and the switching to piers and industries, we find ourselves cramped for storage

and yard room with the business we get during the busy season, ranging from July to November. The total mileage, including the tracks at Islais Creek and China Basin, operated by the Southern Pacific Company and Santa Fe, under joint agreement, is now 58.35 miles.

A number of new tracks were built at the site of the China Basin Terminal, connecting this proposed facility with the Belt Railroad. This work was done at a cost of \$15,019.19, and until the completion of the warehouse, the trackage can be used for ship spurs.

In order to conform to plans which have been proposed by the municipal authorities for widening and beautifying the Marina boulevard, a portion of the track on the Marina running to the Presidio will be shifted from one side of the road to the other, and this work will be undertaken in the near future.

RECOMMENDATIONS.

The storage and yard room should be increased by the construction of additional tracks. I have previously recommended that The Embarcadero between Mason and Taylor streets be closed and this space filled with tracks for storage of cars, including the extension of tracks known as Ferry 9, 10 and 11. Additional trackage should also be provided on the south side of Market street for storage of cars.

I also recommend that locomotives Nos. 4 and 5 be sold and that order be placed for two additional locomotives of larger type, delivery of one to be made immediately and the other during the coming year. The engines to be disposed of were built in 1911 and 1912, and are in good mechanical condition, but too light for the work we are compelled to perform. With the increased size of boxcars, and the capacity loading insisted upon by the carriers, heavier engines are needed to do the switching on the Belt Railroad.

Respectfully submitted.

T. J. McGINTY.
Superintendent.

REPORT OF CHIEF ENGINEER.

*To the Board of State Harbor Commissioners,
San Francisco, California.*

GENTLEMEN: I beg to submit herewith for your consideration my report as Chief Engineer of the Board of State Harbor Commissioners, for the two fiscal years beginning July 1, 1922, and ending June 30, 1924.

At the time of the presentation of the last biennial report on July 1, 1922, there were under construction the following structures:

Bulkhead Wharf, Piers 19 and 21 to 25, which was 97 per cent completed.

China Basin Terminal substructure, which was 15 per cent completed.

The bulkhead wharf was completed in July, 1922, at a cost of \$107,896.23 and the China Basin Terminal substructure was completed in January, 1923, the total cost being \$1,039,107.19.

For the purposes of this report the work of the Engineering Department will be divided as follows:

1. Pier extensions and buildings.
2. Embarcadero subway.
3. Maintenance and repairs.
4. Paving.
5. Electrical.
6. Dredging.
7. Testing.
8. Designing and drafting.
9. Recommendations.

1. PIER EXTENSIONS AND BUILDINGS.

Pier 22, Extension.

Pier 22, which was 400 feet in length and 127 feet in width, was extended into the bay a distance of 323 feet. The extension was not carried to the pierhead line on account of conditions at the site, namely, extremely deep water and a very soft mud bottom. The structure is of creosoted pile and timber construction with a timber frame shed. The cost of the extension was \$148,735.98 and it was completed in April, 1923.

Pier 42, Extension.

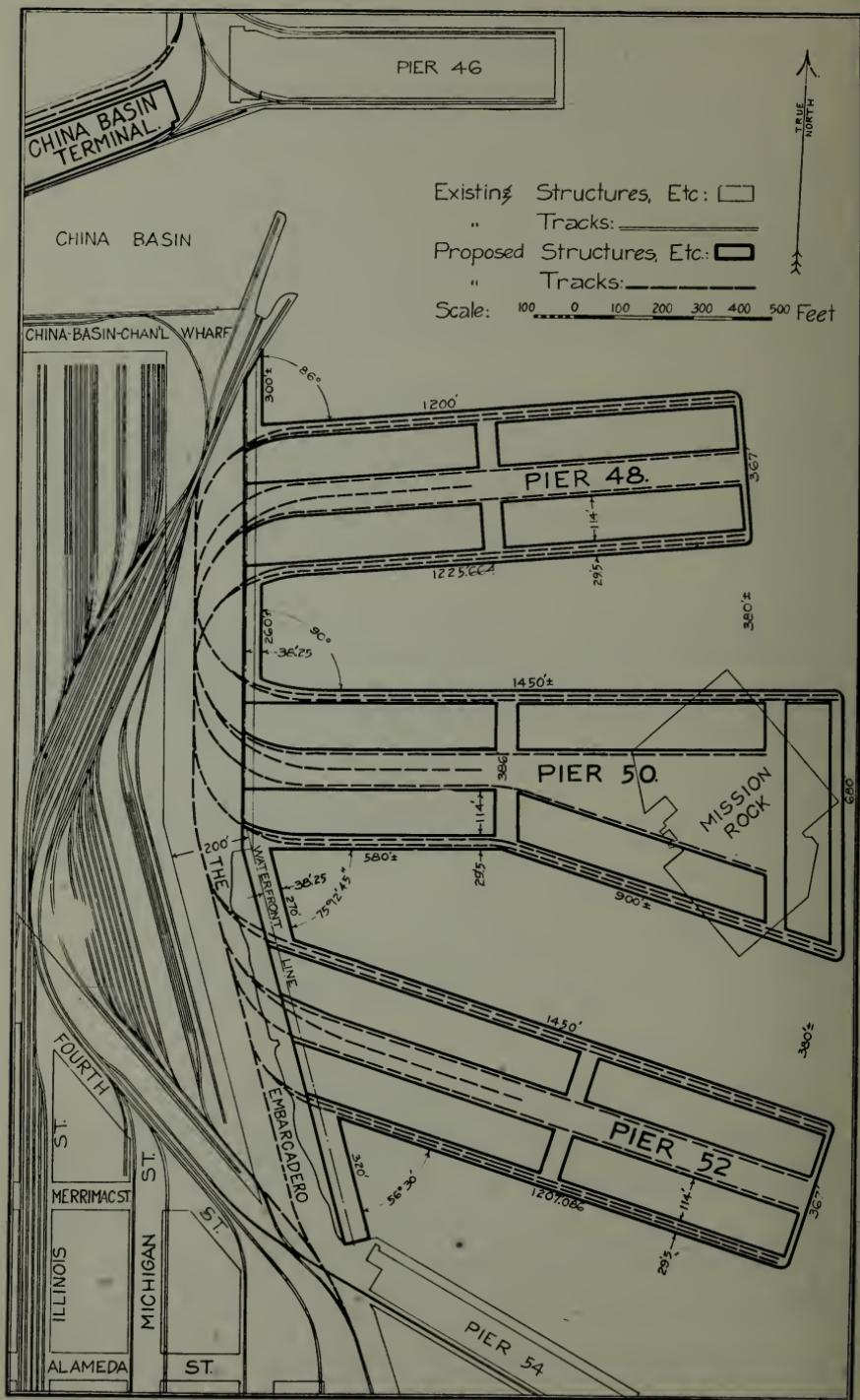
Pier 42 was extended to the old pierhead line, a distance of 148 feet, the width being 145 feet. The extension was of creosoted pile and timber construction with a timber shed and one depressed railroad track. The cost of the structure was \$69,647.50, and it was completed in October, 1923.

Pier 44, Extension.

Pier 44 was extended to the old pierhead line, the extension having a length of 149 feet and a width of 145.5 feet. The substructure is of creosoted pile and timber construction with one depressed railroad track on the south side. The shed is a two-story structure of timber with steel girders carrying the second floor. In conjunction with the extension two passenger aprons and sixteen additional freight aprons were constructed for the purpose of landing cargo and passengers on the second floor. The cost of the extension was \$89,722.49, and it was completed in April, 1923.

Islais Grain Terminal.

Following the decline in the vegetable oil trade through this port it was decided to convert the oil terminal at Islais Creek into an export grain terminal. The grain which is exported from San Francisco, consisting principally of barley, is all handled in sacks. A considerable proportion, however, requires reconditioning and this necessitated the construction of a plant for cleaning and grading and bins for storage and resacking. The buildings are timber-frame structures covered with corrugated galvanized iron. The five-story grader building is 58 feet by 62 feet and houses the cleaning, grading and elevating machinery, which was furnished and installed by the Islais Creek Grain Terminal Corporation, the operators of the terminal. The storage bins are 21 by 79 feet and the resacking bins 18 by 46 feet. The warehouse for the temporary storage of sacked grain has an area of 140,000 square feet.



Layout of Proposed Piers Nos. 48, 50 and 52 South of Channel Street.

It is a one-story structure except for a section 62 feet by 158 feet adjacent to the grader building, where a second story was constructed for the handling of screenings.

The existing wharf along the Islais Creek channel in front of the terminal, an old timber structure, was entirely rebuilt, using creosoted materials. This wharf is 70 by 788 feet and carries one depressed railroad track. An extension at the easterly end was also constructed of creosoted materials, the dimensions being 48 by 503 feet. In order to expedite the receipt of grain by rail, a depressed railroad track 785 feet in length was constructed at the rear of the terminal.

Several separate contracts covered the construction of the grain terminal. On June 30, 1924, the facilities outlined had been completed with the exception of the reconstruction of the old wharf, which was under construction, and the portion of the building extending over the wharf. The entire cost of the improvements aggregates \$294,370.

Pier 34, Addition.

Pier 34 was originally constructed with one surface railroad track in the center of the pier shed. This arrangement was found to be very unsatisfactory due principally to the congestion in the relatively narrow building. The center track was therefore removed and a depressed track was constructed along the south side of the pier. The construction was of creosoted piles and timber with a section of reinforced concrete across the existing bulkhead wharf. The cost of the addition was \$52,831.79 and it was completed in March, 1924.

Pier 36, Car Ferry Apron.

From the time of its construction difficulty was experienced in operating the car ferry slip at Pier 36 at low stages of the tide. In order to overcome this difficulty it was decided to lower the hinge end of the apron and a section of the deck of the pier 25 feet in width, 150 feet in length and weighing 375 tons. This necessitated supporting the structural steel and reinforced concrete deck on needle beams and jacks, cutting down the concrete cylinder supports, lowering this section of the deck $2\frac{1}{2}$ feet at the outer end to its new position on the cylinders and securing it with reinforced concrete. The work was successfully completed in January, 1924, at a cost of \$18,089.83.

Marble Floors—Ferry Building.

The first-floor waiting rooms of the Southern Pacific, Santa Fe, Northwestern Pacific, Key System and Western Pacific Railways were paved with Columbia marble, a hard, light gray marble produced in California. This work greatly improved the appearance of the waiting rooms and also provided a more sanitary floor surface. The marble floors were laid at a cost of \$36,073.81 and the work was completed June 30, 1924.

2. EMBARCADERO SUBWAY.

On account of the steady increase in the business of the port and the waterfront industrial district, the congestion of traffic at the intersection of The Embarcadero and the foot of Market street has become increasingly acute. In order to relieve this congestion a vehicular subway is being constructed along The Embarcadero under the street railway loop in front of the Ferry Building. This subway will carry the

auto traffic and over it will pass the street cars and pedestrians without interference from vehicles.

The total length of the subway is 986 feet, consisting of two open approach sections each 298 feet in length and one central closed section 390 feet in length. The grade in the approaches is 3.75 per cent. The southerly entrance is located just north of Mission street and the northerly entrance is opposite the foot of Merchant street. At either end the closed section extends 85 feet beyond the nearest street railway loop track in order to provide a pedestrian way and a passage for automobiles approaching the Ferry Building. The width of the subway is 23 feet and the clear height of the closed section is 13 feet. The roof of this section will serve as a base for the asphalt wearing surface of the street. On account of a general settlement in the vicinity the top of the structure is above the present street surface, but when the work is completed the street will be raised to the established grade.

The subway is a reinforced concrete structure supported on piles and it is waterproofed throughout with membrane waterproofing. Storm-water inlets and drains are provided along both sides, the drains leading to a pump pit located on the westerly side near the center of the closed section. In the pump pit will be installed a 4-inch centrifugal sump pump operated by electric motor and automatically controlled by a float. The closed section of the subway will be lighted by electricity.

A general contract for the construction of the subway was awarded on November 1, 1923, and on June 30, 1924, the work was 57 per cent completed. The estimated cost of the work is \$350,000.

3. MAINTENANCE AND REPAIRS.

As in the past the major part of the maintenance and repair work on the waterfront structures was done by our own organization. This has necessitated the continuous employment of three piledriver crews, one top crew and the regular force of carpenters, painters, plumbers and other mechanics. In addition to the regular work of maintenance of the waterfront structures many damages caused by the transportation companies were repaired and charged to the accounts of those responsible. Numerous construction jobs were also done for our tenants and the gross revenue from these two sources for the two fiscal years amounted to \$135,388.65.

4. PAVING.

The Board is definitely committed to the policy of the construction of smooth pavement along The Embarcadero, and in conformity with this policy another section of basalt block pavement was removed during the biennial period. This section extended from Pier 19 to Pier 27, the length being 1340 feet and the width 60 feet. The pavement consists of a concrete slab 8 inches in thickness. In conjunction with the work, the existing curbs were reconstructed and the adjacent bulkhead wharf was covered with a 2-inch Topeka wearing surface. The pavement was completed in January, 1924, at a cost of \$36,262.64.

Following the construction of the railroad track along the south side of Pier 34 and the removal of the center track, the entire pier was paved over the plank deck with a 2-inch Topeka wearing surface. The extensions to Piers 22, 42 and 44 were also paved with the same material.

5. ELECTRICAL.

All electrical work required on the waterfront during the biennial period was done by our own electrical division, including both maintenance and repairs and new installations. Some of the more important items which were handled by the department were the following:

The extensions to Piers 22, 42 and 44 were wired and Piers 23 and 34 were completely rewired, all in conduit.

In the substructure of the China Basin Terminal all conduits and outlet boxes were roughed in, and the installation of light and power circuits in The Embarcadero subway was begun.

The machines in the shops were changed over to individual drive by the installation of 16 new motors operating with 3 Ø current and with push button control. In conjunction with this change a new switchboard was installed in the engine room.

The circuits for the 2000 decorative lights on the arches of the nave of the Ferry Building were all rewired in conduit.

A new 35-horsepower electric siren was installed on the tower of the Ferry Building. This siren is operated automatically and sounds the correct time received from the Mare Island observatory at 8 a.m., noon, and 5 p.m. daily.

6. DREDGING.

It has been necessary to continue the operation of the dredging equipment with three watches during the last two years in order to maintain the necessary depth of water alongside the piers. With the area to be dredged and the required average depth steadily increasing, it is believed that it will be necessary to retain the three watches permanently.

7. TESTING.

As in the past all materials of construction have been tested and analyzed in our own laboratory during the biennial period. These included Portland cement, sand, gravel and crushed rock for concrete, reinforcing and structural steel, roofing and paving materials, creosote oil, red lead, white lead and graphite paint, linseed oil, etc. Numerous tests were made of specimens of concrete taken from work under construction. The testing of cement, concrete and steel for use in the construction of buildings at the various state institutions by the Department of Public Works, was continued.

8. DESIGNING AND DRAFTING.

During the biennial period the designing and drafting force made numerous studies and prepared plans for various minor items of construction in addition to the principal items which have already been mentioned. Much routine work was also necessary in connection with the permanent records of the department.

Plans were prepared for the following structures, the construction of which has not yet been begun:

China Basin Terminal, Superstructure.

Detail plans for a reinforced concrete building 812 feet in length, six stories in height, 137 feet in width on the first floor, 102 feet in width on all other floors with an automobile ramp and driveway at the second floor level.

Piers 48, 50 and 52.

Preliminary studies for a layout for three piers between Channel street and Pier 54, to be known as Piers 48, 50 and 52.

Pier 50.

Detail plans for Pier 50, length 600 feet, width 386 feet, the portion outside the sheds of creosoted pile and timber construction, the remainder of reinforced concrete construction.

Islais Reclamation.

Preliminary studies for the reclamation of approximately 26 acres of submerged land along the southerly side of Islais Creek east of the grain terminal.

9. RECOMMENDATIONS.**Islais Creek—India Basin Development.**

Detail plans are under way for the construction of a portion of the first unit of the Islais Creek—India Basin development. The plans contemplate the construction of approximately 1400 lineal feet of seawall along the southerly side of the Islais Creek channel with a wharf of the same length and 90 feet in width, and the reclamation of 26 acres of submerged land. On account of the nature of the materials available, considerable time will elapse after the land is reclaimed before it will be in usable condition. I therefore repeat the recommendation contained in the last two biennial reports, that this work be started as soon as possible so as to permit of ample time for the settlement and compacting of the fill.

Shops, Purchasing Department and Garage.

The time is rapidly approaching when the space at the north end of the Ferry Building now occupied by the Purchasing Department and the garage, will be required for facilities for the handling of shipping. The housing of these activities in timber structures constitutes a serious fire hazard and this is also true regarding the shops which are located on the dolphin between ferry slips 3 and 4. I recommend that in the near future a fireproof building be constructed on Seawall Lot 17 for the accommodation of these departments.

Paving Berry Street.

Since the completion of the substructure of the China Basin Terminal, it has been used as a thoroughfare by traffic moving between The Embarcadero and the Third street bridge over Channel street. Such traffic interferes with the use of the structure and causes unnecessary wear on the pavement. I recommend that steps be taken to secure the opening and paving of Berry street between Second and Third streets. This will provide a much-needed thoroughfare connecting The Embarcadero with the southerly portion of the industrial district of the city.

Dump Scows.

In the last report reference was made to the age and cost of maintenance of the dump scows which are used by the dredging division. I recommend that two new scows be constructed, the old ones being retained for emergency use.

In conclusion I desire to express my appreciation of the support accorded to me by the Board in connection with the work of the past two years and also to commend the faithful cooperation of all employees of the department.

Respectfully submitted.

FRANK G. WHITE,
Chief Engineer.

REPORT OF ATTORNEY.

To the Board of State Harbor Commissioners.

GENTLEMEN: My report from August 1, 1923, to July 1, 1924, is as follows:

I have drawn for the Board ten contracts which were executed and carried out, involving the sum of \$477,469.59.

The following is the history of litigation during the period mentioned:

1. *Henry Cowell Lime and Cement Company vs. State of California and members of Board of State Harbor Commissioners.* This is an action to restrain the Board from compelling plaintiff to move off of state property on The Embarcadero. Motion for nonsuit denied and case set for trial.

2. *Leslie Decot vs. J. H. McCallum, Harry H. Cosgriff and Miles Standish, as members of, and constituting the Board of Harbor Commissioners of the State of California.* This is an action to compel the Board to pay certain employees for services on holidays on which they did not work. Suit abandoned by plaintiff.

3. *Board of State Harbor Commissioners vs. Netherlands Transportation Company.* This is a claim of the Board of State Harbor Commissioners against the estate of a bankrupt for wharfage and tolls due from said transportation company. Claims were presented against the estate of the bankrupt covering the amounts due but no dividends received yet.

4. *People of the State of California vs. J. B. Coryell and United States Fidelity and Guaranty Company, a corporation.* This is an action for the recovery of moneys due the Harbor Board for the construction of wharves for the defendant Coryell. Case is on the calendar and ready for trial when reached by the court.

5. *Sunset Lumber Company vs. A. L. Pierce, doing business as Pacific Boat Company.* This is an action for the recovery of materials furnished in the construction of a tug boat for the Board of State Harbor Commissioners, the Harbor Board being joined as codefendants with contractor. Action compromised and dismissed by surety for contractor.

6. *Frank A. Somers vs. Chas. H. Spear, J. B. Sanford and M. F. Cochrane, constituting the Board of State Harbor Commissioners of the State of California.* This is an action by plaintiff seeking a mandatory injunction to compel the Board to remove the Islais Grain Terminal corporation from the space on the waterfront assigned to said corporation by the Board. Action dismissed.

7. *Frank A. Somers vs. Chas. H. Spear, J. B. Sanford and M. F. Cochrane, constituting the Board of State Harbor Commissioners of the State of California, and Islais Creek Grain Terminal Corporation, a corporation.* This is an action against the Board of State Harbor Commissioners and the Islais Creek Grain Terminal Corporation alleging a combination to injure plaintiff in the grain business. Injunction pendente lite sought against the Board and denied. Demurrer filed.

8. *John H. Taylor vs. Chas. H. Spear, J. B. Sanford and M. F. Coch-*

rane, constituting the Board of State Harbor Commissioners of the State of California in and for the City and County of San Francisco. This is an action to restrain the Board of State Harbor Commissioners from removing plaintiff from space on the waterfront occupied by plaintiff as a bootblack stand. Injunction sought against Board and granted. Case tried and submitted for decision by court.

9. The United States of America vs. John H. McCallum, Fred S. Moody and Harry H. Cosgriff, constituting the Board of State Harbor Commissioners of the State of California, operating the State Belt Railroad. This is an action to compel the Board of State Harbor Commissioners to operate the Belt Railroad in conformance with the rules and regulations of the Interstate Commerce Commission. Case was tried by the former attorney for the Board and lost. Two appeals have been taken, one to the Circuit Court of Appeals, and one to the Supreme Court of the United States. The action is still pending.

I have attended seven inquests over persons who met with fatal accidents on the Belt Railroad, and examined witnesses at the hearings thereof.

In addition to the foregoing, considerable time and effort has been spent in giving legal advice and counsel to the various departments under the Board on matters involving dockage, riparian rights, water courses, criminal law, admiralty law, state laws and tidelands.

Respectfully submitted.

W. T. PLUNKETT,
Attorney.

BOND ISSUES.

There have been five issues of state bonds for constructions on the San Francisco waterfront, commencing in 1891, when provision was made for the erection of the Ferry Building, which the law makers of the day called "a general ferry and passenger depot," and including the last issue of 1913 for construction of seawall wharves, piers and other betterments.

The authorized bond issues amounted to \$22,600,000 and the interest fixed in all issues was 4 per cent. Underwritten by the state, the security made them marketable at that low rate and all but \$7,000,000 have been sold, leaving available \$2,000,000 for sale in November, 1924, to provide for a new pier of modern design to be No. 50. With that expenditure there is a balance of \$5,000,000 for further harbor improvements.

The first seawall bond issue in amount \$2,000,000 was sold in 1903, when President Chas. H. Spear of the incumbent commission was president of the State Harbor Commission, and it was a pleasing duty falling to him in 1923 to redeem those bonds from operative earnings of the harbor in the intervening years. The first harbor bonds sold were redeemed earlier.

Prior to the act of 1903 authorizing the first sale of seawall bonds, bonds were sold by the Commission in their entirety at one time and at a premium. Under the act of 1903, passed during Mr. Spear's incumbency, the law was changed so bonds could be sold as desired by the Commission which was a great saving of interest to the state, and all bond issues subsequent to that period were sold at a premium up to the

time of the World War. Provision was also made in the act of 1903 for the redemption of bonds by lot, when sufficient money was in the Sinking Fund, and it was made compulsory upon the State Treasurer to advertise the redemption of such bonds once a year.

Authorized Bond Issues.

Depot and Ferry Building	Act of 1891	\$600,000 00
San Francisco Seawall Fund	Act of 1903	2,000,000 00
Second Seawall Fund	Act of 1909	9,000,000 00
India Basin Purchase	Act of 1909	1,000,000 00
Third Seawall Fund	Act of 1913	10,000,000 00

Total ----- \$22,600,000 00

There remains outstanding in these bond issues \$15,000,000 and a balance of \$5,000,000 unsold bonds.

**IMPORTS AND EXPORTS FOR SAN FRANCISCO HARBOR CALENDAR
YEAR 1923.**

**Compilation from Reports to the United States Engineer's Office,
San Francisco.**

COMPARATIVE STATEMENT OF TRAFFIC.

Year	Tons	Value	Passengers
1919	7,113,067	\$523,493,134	50,678,349
1920	7,685,402	775,014,544	53,851,448
1921	8,382,723	765,028,314	52,307,717
1922	14,837,609	1,169,312,045	49,510,211
1923	13,641,884	1,698,370,393	53,443,754

FREIGHT TRAFFIC, 1923.

IMPORTS.

Classes and commodities	Amount in short tons		Value	
	By commodities	By classes	By commodities	By classes
Animal and animal products		6,950		\$2,934,946
Fish (crab meat)	1,182		\$1,316,266	
Hides	5,213		1,519,380	
Meat and meat products	555		99,300	
Vegetable food products		382,062		52,992,469
Beans, dried	19,155		1,193,836	
Chinese nut oil	6,249		2,041,518	
Cocoa beans	4,353		826,614	
Cocanut oil	24,735		3,421,082	
Coffee	64,908		17,552,922	
Copra	96,527		7,762,856	
Flour	3,308		205,000	
Nuts	10,044		1,406,400	
Oil, cake	19,170		503,700	
Oil, olive	2,821		933,274	
Rice	9,498		728,487	
Spices	2,152		527,700	
Sugar	102,282		11,901,816	
Tea	5,760		3,154,764	
Vegetables, fresh	11,100		832,500	
Other vegetable products		2,737		2,511,462
Tobacco and tobacco products	265		1,113,093	
Rubber and rubber products	2,472		1,398,369	
Textiles		45,322		71,877,392
Bags	7,473		1,565,113	
Burlap	21,144		4,866,011	
Fibre	12,621		2,471,904	
Silk, raw	4,005		62,039,393	
Silk, fabric	79		934,971	
Wood and paper		77,542		5,662,626
Lumber	11,700		385,200	
Paper and paper products	55,142		4,196,826	
Wood pulp	10,700		1,080,600	
Non-metallic minerals		96,739		1,518,600
Chalk, clay, etc.	*2,833		53,100	
Coal and coke	82,729		591,000	
Glass and manufactures of	11,177		874,500	
Ores, metals and manufactures of		48,606		3,726,111
Copper	4,710		1,271,870	
Iron and steel	42,059		1,009,873	
Tin	1,838		1,444,368	
Chemicals		71,695		3,464,896
Fertilizer	39,764		2,137,000	
Nitrate of soda	31,931		1,327,896	
Unclassified	143,404	143,404	22,140,994	22,140,994
Total imports		875,057		\$166,829,496

FREIGHT TRAFFIC, 1923—Continued.

EXPORTS.

Classes and commodities	Amount in short tons		Value	
	By commodities	By classes	By commodities	By classes
Animal and animal products		27,892		\$8,551,468
Fish	15,858		\$3,991,547	
Meat and meat products	453		181,200	
Milk, evaporated and condensed	9,095		2,656,264	
Sole leather	2,486		1,722,457	
Vegetable food products		520,258		40,658,794
Barley	271,337		8,812,440	
Beans	7,237		781,049	
Flour	68,572		3,773,950	
Fruits, canned	50,753		10,724,562	
Fruit, dried	48,893		9,779,610	
Oil, vegetable	1,435		428,400	
Rice	49,696		3,723,257	
Vegetables, fresh	737		66,330	
Vegetables, canned	3,518		1,264,796	
Wheat	18,080		1,304,400	
Other vegetable products		746		5,051,098
Hops	413		129,000	
Tobacco and cigarettes	333		4,922,098	
Textiles		20,243		11,568,332
Cotton, raw	20,243		11,568,332	
Wood and paper		56,432		4,466,263
Lumber and lumber products	47,238		1,996,663	
Paper	9,194		2,469,500	
Non-metallic minerals		1,361,988		38,424,820
Asphalt	8,339		185,400	
Cement	20,164		282,296	
Coal and coke	2,486		24,860	
Crude oil	48,450		433,332	
Fuel oil	582,759		4,079,298	
Gasoline	300,493		16,181,984	
Glass and manufactures of	4,102		443,400	
Kerosene	300,117		12,432,833	
Lubricating oil	63,712		3,945,617	
Paraffin	1,730		64,200	
Salt	29,636		351,600	
Ores, metals and manufactures of		35,833		2,755,022
Iron and steel pipes	26,927		1,817,100	
Lead	8,906		937,922	
Machinery and vehicles		10,084		4,891,897
Automobiles and supplies	1,684		1,294,897	
Machinery	8,400		3,597,000	
Chemicals and drugs		6,412		1,409,327
Explosives	2,811		764,627	
Fertilizers	1,411		56,700	
Paints and varnishes	2,190		588,000	
Unclassified		134,196		32,294,544
Total exports		2,174,084		\$150,071,565
Total imports and exports		3,049,141		\$316,901,061

RECEIPTS, COASTWISE.

Animal and animal products		28,249		\$8,442,396
Butter	974		\$866,860	
Cheese	425		238,000	
Eggs	170		59,500	
Fish, fresh	310		46,500	
Fish, canned	19,255		3,851,000	
Hides	425		112,200	
Lard	4,854		1,456,200	
Leather and manufactures	1,822		1,858,440	
Skins, high-class	14		3,696	

FREIGHT TRAFFIC, 1923—Continued.

RECEIPTS, COASTWISE—Continued.

Classes and commodities	Amount in short tons		Value	
	By commodities	By classes	By commodities	By classes
Vegetable food products		917,199		\$133,899,886
Beans	2,161		\$216,100	
Canned goods	33,649		8,412,250	
Canned pineapple	122,225		30,556,250	
Canned fruit	2,217		498,825	
Canned vegetables	4,691		1,163,368	
Coffee	821		246,300	
Copra	613		49,040	
Dried fruit	1,929		385,800	
Feed	45,433		1,272,124	
Flour	68,927		4,480,255	
Fresh fruit	2,308		230,800	
Fresh vegetables	13,506		1,330,600	
Rice	1,045		85,690	
Sugar, refined	11,661		2,098,980	
Sugar, raw	553,653		77,511,420	
Syrup	36,437		3,279,330	
Vegetable oils	13,015		1,952,250	
Wheat	2,908		110,504	
Other vegetable products		15,264		16,368,620
Cigars and tobacco	5,726		5,840,520	
Cordage and twine	1,596		510,720	
Rubber, crude	147		86,730	
Rubber, manufactured	6,567		9,850,500	
Seeds	430		60,200	
Tan bark	798		19,950	
Textiles		20,947		10,473,500
Carpet and rugs	8,084		4,042,000	
Cotton goods	12,863		6,431,500	
Wood and paper		1,153,413		41,917,772
Furniture	2,822		1,128,800	
Lath	48,444		1,065,768	
Lumber	930,243		16,744,374	
Paper	79,980		19,995,000	
Piles and poles	41,279		1,031,975	
Roofing	1,630		97,800	
Shingles	7,103		177,575	
Shooks	41,912		1,676,480	
Non-metallic minerals		147,411		9,460,089
Asphalt	466		9,320	
Brick	3,556		17,780	
Cement	6,556		98,340	
Coal	11,897		118,970	
Distillate	1,088		42,432	
Fuel oil	34,089		204,534	
Gasoline	22,770		1,206,810	
Glass and manufactures	17,261		5,178,300	
Kerosene	2,822		124,168	
Lime	16,822		504,660	
Lubricating oil	14,978		1,497,800	
Marble	1,924		192,400	
Salt	9,175		64,225	
Sulphur	4,007		200,350	
Ores, metals, etc.		545,715		91,545,150
Copper	2,416		724,800	
Hardware	19,462		5,838,600	
Iron and steel manufactures	79,572		39,786,000	
Iron and steel	181,973		9,098,650	
Nails	29,138		2,331,120	
Pipe and pipe fitting	96,234		12,029,250	
Tin plate	86,878		11,728,530	
Wire	50,041		10,008,200	

FREIGHT TRAFFIC, 1923—Continued.

RECEIPTS, COASTWISE—Concluded.

Classes and commodities	Amount in short tons		Value	
	By commodities	By classes	By commodities	By classes
Machinery and vehicles		40,348		\$24,115,320
Automobiles and parts	4,776		\$5,349,120	
Electric machinery and apparatus	12,885		5,154,000	
Other machinery	22,687		13,612,200	
Chemicals		63,891		17,797,590
Drugs and chemicals	44,893		13,467,900	
Explosives	2,661		798,300	
Fertilizers	1,262		50,480	
Paint and varnish	5,606		1,681,300	
Soap	9,469		1,799,110	
Unclassified		566,707		113,341,400
Total receipts, coastwise		3,499,144		\$467,411,723

SHIPMENTS, COASTWISE.

Animal and animal products		37,894		\$11,651,887
Butter	1,831		\$1,647,390	
Eggs	524		183,400	
Casein	1,513		302,600	
Cheese	981		549,360	
Fish, canned	19,836		3,967,200	
Hides and leather	9,333		2,463,912	
Leather products	2,205		2,249,100	
Tallow	1,651		288,925	
Vegetable food products		684,517		118,683,597
Barley	6,896		206,880	
Beans	37,013		3,701,300	
Canned goods	112,044		28,011,000	
Coffee	7,555		2,266,500	
Fruit, fresh	19,045		1,904,500	
Fruit, canned	109,753		24,694,425	
Fruit, dried	68,380		13,676,000	
Flour	7,681		499,265	
Feed	42,702		1,195,656	
Hay	27,147		407,205	
Honey	309		77,250	
Rice	42,036		3,446,952	
Sugar, raw	4,321		604,940	
Sugar, refined	120,227		21,640,860	
Syrup	7,816		703,440	
Tea	728		422,240	
Vegetable oils	2,024		303,600	
Vegetables, fresh	14,532		1,453,200	
Vegetables, canned	54,308		13,468,384	
Other vegetable products		10,950		6,451,240
Cigars and tobacco	2,831		2,887,620	
Hops	1,752		911,040	
Rubber and products	1,295		1,942,500	
Seeds	5,072		710,080	
Textiles		30,105		16,492,245
Bags	1,431		228,960	
Carpets and rugs	2,992		1,496,000	
Cotton	3,645		1,822,500	
Hemp	2,519		743,105	
Silk, manufactures of	78		585,000	
Twine and cordage	169		54,080	
Wool	19,271		11,562,600	

FREIGHT TRAFFIC, 1923—Continued.

SHIPMENTS, COASTWISE—Concluded.

Classes and commodities	Amount in short tons		Value
	By commodities	By classes	
	By commodities	By classes	
Non-metallic minerals.		419,575	
Asphalt.	5,686		\$113,720
Borax.	202		15,150
Bricks.	2,986		14,930
Cement.	53,735		806,025
Distillate.	23,661		922,779
Fuel oil.	156,552		939,312
Gasoline.	28,740		1,523,220
Glass.	4,977		1,493,100
Kerosene.	2,742		120,648
Lubricating oil.	59,318		5,931,800
Magnesite.	2,998		119,920
Salt.	77,970		545,790
Sulphur.	8		400
Wood and paper		29,822	
Furniture.	1,183		473,200
Logs.	1,741		43,525
Lumber.	14,282		257,076
Paper.	7,553		1,888,250
Roofing.	914		54,840
Shingles.	1,467		36,675
Shooks.	2,682		107,280
Ores and metals, manufactures of.		120,183	
Copper.	80,469		24,140,700
Hardware.	1,351		405,300
Iron and steel.	7,658		382,900
Iron and steel manufactures.	19,330		9,665,000
Junk.	1,686		16,860
Lead.	4,935		518,175
Nails.	357		28,560
Pipe.	1,725		215,625
Wire.	2,672		534,400
Machinery and vehicles.		49,067	
Automobiles and parts.	42,848		47,989,760
Electric machinery and apparatus.	1,961		784,400
Machinery.	4,258		2,554,800
Chemicals.		49,169	
Chemicals and drugs.	11,759		3,527,700
Explosives.	2,055		616,500
Fertilizers.	25,323		1,012,920
Paints and varnishes.	2,706		811,800
Soap.	7,326		1,391,940
Unclassified.		640,805	
Total shipments, coastwise.		2,072,087	
			\$391,444,949

SHIPMENTS, INTERNAL.

Animal and animal products.		4,013		\$1,863,112
Butter.	438		\$389,820	
Cheese.	94		52,640	
Eggs.	433		151,550	
Fish, fresh.	135		20,250	
Hides.	1,643		433,752	
Lead.	96		28,800	
Leather.	640		652,800	
Livestock.	534		133,500	
Vegetable food products.		314,669		45,838,391
Barley.	4,578		137,340	
Beans.	752		75,200	
Canned pineapple.	450		112,500	

FREIGHT TRAFFIC, 1923—Continued.

SHIPMENTS, INTERNAL—Concluded.

Classes and commodities	Amount in short tons		Value	
	By commodities	By classes	By commodities	By classes
Vegetable food products—Continued.				
Canned fruit	3,223		\$725,175	
Canned vegetables	1,905		472,440	
Coffee	271		81,300	
Corn	8,538		298,830	
Copra	2,087		166,960	
Feed	26,709		747,852	
Flour	9,554		621,010	
Fruit, fresh	8,364		836,400	
Hay	3,654		54,810	
Rice	2,623		215,086	
Sugar, raw	5,000		700,000	
Sugar, refined	220,594		39,706,920	
Vegetables, fresh	3,681		368,100	
Vegetable oils	325		48,750	
Wheat	12,361		469,718	
Other vegetable products		1,798		\$1,218,620
Drugs	295		147,500	
Rubber, crude	518		305,620	
Rubber, manufactures	290		435,000	
Seeds	430		60,200	
Tobacco	265		270,300	
Textiles		321		160,500
Carpet and rugs	50		25,000	
Cotton goods	271		135,500	
Wood and paper		21,756		1,444,224
Furniture	1,184		473,600	
Lumber	17,148		308,664	
Paper	2,500		625,000	
Shooks	924		36,960	
Non-metallic minerals				213,499
Asphalt	241		4,820	
Brick	5,243		26,215	
Cement	2,376		35,640	
Coal	70,478		704,780	
Crushed rock	2,937		4,406	
Fuel oil	92,783		556,698	
Glass and products	220		66,000	
Lime	687		20,610	
Lubricating oils and grease	2,957		295,700	
Salt	35,577		249,039	
Ores and metals, manufactures of		20,705		3,548,470
Hardware	4,474		1,342,200	
Iron and steel	6,837		341,850	
Iron and steel, manufactures	2,071		1,035,500	
Lead	3,452		362,460	
Nails	867		69,360	
Pipe and fittings	2,716		339,500	
Wire	288		57,600	
Machinery and vehicles		42,198		46,440,120
Automobiles and parts	40,906		45,814,720	
Farm implements	726		363,000	
Electric machinery and apparatus	386		154,400	
Machinery	180		108,000	
Chemicals		20,537		6,036,850
Explosives	1,685		505,500	
Fertilizers	271		10,840	
Paints and varnishes	18,092		5,427,600	
Soap	489		92,910	
Unclassified		1,153,439		230,687,800
Total shipments, internal		1,792,935		\$339,201,995

FREIGHT TRAFFIC 1923—Continued.

RECEIPTS, INTERNAL.

Classes and commodities	Amount in short tons		Value	
	By commodities	By classes	By commodities	By classes
Animal and animal products		34,154		\$20,811,076
Butter	2,161		\$1,923,290	
Cheese	254		142,240	
Eggs	15,183		5,314,050	
Fish, fresh	921		138,150	
Fish, canned	718		143,600	
Hides	679		179,256	
Leather	11,872		12,109,440	
Livestock	569		142,250	
Poultry	1,797		718,800	
Vegetable food products		398,420		42,571,598
Barley	40,244		1,207,320	
Beans	27,680		2,768,000	
Canned fruit	18,560		4,176,000	
Canned vegetables	16,672		4,134,656	
Canned goods	35,130		8,782,500	
Corn	6,692		234,220	
Coppa	341		27,280	
Feed	28,006		784,168	
Flour	38,909		2,529,085	
Fruit, fresh	10,515		1,051,500	
Hay	25,635		384,525	
Molasses	20,000		1,600,000	
Rice	29,385		2,409,570	
Sugar, refined	40,430		7,277,400	
Vegetables, fresh	47,048		4,704,800	
Wheat	13,173		500,574	
Other vegetable products		1,969		904,060
Rubber	1,336		788,240	
Rubber, manufactures	20		30,000	
Seeds	613		85,820	
Textiles		604		1,721,700
Silk, manufactures	197		1,477,500	
Wool	407		244,200	
Wood and paper		83,621		1,740,015
Furniture	13		5,200	
Lath	3,060		67,320	
Lumber	71,505		1,287,090	
Paper	266		66,500	
Piling and ties	170		4,250	
Poles	2,750		82,500	
Shingles	475		11,875	
Shooks	5,382		215,280	
Non-metallic minerals		2,402,349		24,114,941
Asphalt	6,920		138,400	
Brick	45,037		225,185	
Crushed rock	142,125		213,188	
Distillate	7,145		278,655	
Fuel oil	1,739,271		10,435,626	
Gasoline	199,399		10,568,147	
Gravel	68,865		68,865	
Kerosene and Grease	7,574		333,256	
Lubricating oils	13,700		1,370,000	
Sand	111,165		55,583	
Salt	61,148		428,036	
Ores, metals and manufactures of		16,874		1,318,155
Hardware	265		79,500	
Iron and steel	10,931		546,550	
Iron and steel manufactures	250		125,000	
Lead	5,401		567,105	

FREIGHT TRAFFIC 1923—Concluded.

RECEIPTS, INTERNAL—Concluded.

Classes and commodities	Amount in short tons		Value	
	By commodities	By classes	By commodities	By classes
Machinery and vehicles		34,988		\$39,100,720
Automobiles and parts	34,826		\$39,005,120	
Farm implements	16		8,000	
Machinery	146		87,600	
Chemicals		164		36,200
Fertilizers	50		2,000	
Paints and varnishes	25		7,500	
Other chemicals	89		26,700	
Unclassified		255,461		51,092,200
Total receipts, internal		3,228,577		\$183,410,665
Total receipts and shipments, internal		10,592,743		\$1,381,469,332

SUMMARY.

FOREIGN.

Classes and commodities	Imports		Exports	
	Tons	Value	Tons	Value
Animal and animal products	6,950	\$2,934,946	27,892	\$8,551,468
Vegetable food products	382,062	52,992,469	520,258	40,658,794
Other vegetable products	2,737	2,511,462	746	5,051,098
Textiles	45,322	71,877,392	20,243	11,568,332
Wood and paper	77,542	5,662,626	56,432	4,466,263
Non-metallic minerals	96,739	1,518,600	1,361,988	38,424,820
Ores, metals and manufactures	48,606	3,726,111	35,833	2,755,022
Machinery and vehicles			10,084	4,891,897
Chemicals	71,695	3,464,896	6,412	1,409,327
Unclassified	143,404	22,140,994	134,196	32,294,544
Totals	875,057	\$166,829,496	2,174,084	\$150,071,565

DOMESTIC.

Classes and commodities	Coastwise		Other domestic		Total	
	Tons	Value	Tons	Value	Tons	Value
Animal and animal products	66,143	\$20,144,283	38,167	\$22,674,181	139,152	\$54,304,885
Vegetable food products	1,601,716	252,583,483	713,089	88,409,989	3,217,125	434,644,735
Other vegetable products	26,214	22,819,860	3,766	2,122,680	33,464	32,505,100
Textiles	51,052	26,965,745	925	1,882,200	117,542	112,293,669
Wood and paper	1,183,235	44,778,618	105,377	3,184,239	1,422,586	58,091,746
Non-metallic minerals	566,986	22,006,883	2,615,848	26,078,849	4,641,561	88,029,152
Ores, metals and manufactures	665,898	127,452,670	37,552	4,866,625	787,889	138,800,428
Machinery and vehicles	89,415	75,444,280	77,186	85,540,840	176,685	165,877,017
Chemicals	113,060	25,158,450	20,701	6,073,050	211,868	36,105,723
Unclassified	1,207,512	241,502,400	1,408,900	281,780,000	2,894,012	577,717,938
Totals	5,571,231	\$858,856,672	5,021,512	\$522,612,660	13,641,884	\$1,698,370,393

Ferry Traffic.

General ferry, 981,009 short tons freight; 53,448,923 passengers; 1,660,071 automobiles; 33,415 teams; 13,709 motorcycles; 1,446 stock. Car ferry, 1,632,606 tons freight.

TRAFFIC ON INLAND WATERWAYS.

Inland waterways emptying into San Francisco Bay add largely to the volume of traffic by river steamers plying on the Sacramento and San Joaquin rivers. Official reports made to Major U. S. Grant III, engineer in charge of rivers and harbors on the Pacific coast, covering traffic on the Sacramento and San Joaquin rivers, show increasing harbor tonnage, for most of the shipments are delivered on wharves under control of the Harbor Commission. Major Grant sums up these river traffic reports for the calendar year 1923 as follows:

(Sacramento and San Joaquin and Mokelumne rivers as one river system.)

Year 1923—Freight carried, 2,039,798 short tons, value of which was \$105,521,832. Passengers carried, 268,169. This vast commerce was carried by 235 registered and 172 unregistered vessels.

Captain A. E. Anderson, president of the California Transportation Company, operating large steamers that move most of the freight on the two rivers, adds interest to Major Grant's report in the following explanation of river traffic conditions on which the federal report is based:

Major Grant has segregated the tonnage and credited the Sacramento River with 1,264,821 tons, valued at \$62,470,235; the San Joaquin River, 679,773 tons valued at \$38,027,909; the Mokelumne River (a tributary), 77,204 tons valued at \$5,023,688. I prefer to speak of these rivers as one river system because their waters intermingle and I realize that it is impossible to segregate the traffic carried on these waterways to an absolute nicety for the reason that a number of freight vessels gather part of their cargo on the Sacramento River and pass through some connecting slough into the San Joaquin River, where they finish loading and it is quite difficult for the owners of the vessels to furnish Major Grant's office the tonnage from each river separately.

You will note an increase of about 240,000 tons in the past two years. The average value, nearly \$52 per ton, undoubtedly indicates that this is the most valuable commerce carried on any of the interior waterways of the United States, with the exception of a port like Tampa, Florida, where practically the entire product would be tobacco.

We have every reason to expect the commerce on our California waterways to increase in future as it has during the past ten years. Lands in the delta and valley above are being divided into small holdings and we find today diversified farming in great districts which formerly were scattering grain fields.

These reports show an increased tonnage in 1923 over the traffic for the year 1921, totaling 239,905 tons and an increase in valuation of the freight amounting to \$4,805,891. Going back to 1880, the total tonnage on the two rivers for one calendar year was 506,018 tons, the gain in forty years being 1,533,780 tons in valley produce shipped into San Francisco.

HARBOR FACILITIES.

		Total, June 30, 1924
Pier and wharf area—		
Covered	acres	80.81
Uncovered	acres	68.07
Upper floor covered	acres	3.06
Total	acres	151.94
Berthing space, exclusive of pier ends	miles	18.31
Car ferry slips		6
Passenger ferry slips		13
Number of vessels, averaging 400 feet in length which can berth simultaneously		240
Monthly cargo capacity, based on 50 per cent of area, at 500 pounds per square foot. (Tons of 2,000 lbs.):		
Covered	tons	480,000
Uncovered	tons	370,000
Total	tons	850,000
Cargo handling devices—		
15-ton locomotive crane		1
Portable elevator		1
Portable tiering machine		1
Gasoline tractor		1
Electric tractor		1
Four-wheel cargo trucks		12
Stationary cargo masts—Pier 29—		
Two sets of six spans each—two hooks per span; capacity per span	tons	3
Belt Railroad mileage—		
Main line	miles	9.85
Pier and wharf tracks	miles	10.49
Yards and sidings	miles	25.64
Total	miles	45.98
Car capacity—		
Pier and wharf tracks	cars	1,150
Yards and sidings	cars	1,750
Total	cars	2,900

HARBOR FACILITIES—Concluded.

	Miles				
	Main line varying from single-track to four-track line	Original single track	Additional parallel tracks	Pier and wharf tracks outside bulkhead line	Yard and sundry tracks
Detailed mileage statement of Belt Railroad and other railroad track within the jurisdiction of the Board of State Harbor Commissioners					
Administered as Belt Railroad.					
1. Operated and fully controlled by Board—					
China Basin to Market Street.....	1.24		2.27	3.78	4.13
Market street to Mason street.....	1.62		2.74	5.09	4.52
Mason street to Fort Mason Tunnel (east portal).....	0.70				0.73
West of east portal of tunnel.....	1.28			0.64	2.59
2. Operated by others, but controlled by Board—					
South of China Basin.....				0.98	1.03
3. Operated by Board but controlled by railroad—					
China Basin to Market street.....					2.74
Market street to Mason street.....					7.01
North Point street line and its branches.....					2.89
Totals.....	4.84		5.01	10.49	25.64
Total Belt Railroad trackage, 45.98.					
Not Administered as Belt Railroad.					
4. Operated and controlled by railroads—					
South of China Basin.....				1.87	10.44
North of China Basin.....					0.06
Totals.....	4.84		5.01	12.36	36.14
Total harbor trackage, 58.35 miles.					

**DRY DOCKS, MARINE RAILWAYS AND DERRICK FACILITIES IN
THE PORT OF SAN FRANCISCO.**

Graving Docks.

HUNTER'S POINT.

Bethlehem Shipbuilding Corporation, Limited:

No. 2. Length, 750 feet; width, top, 103 feet; width, bottom, 86 feet; depth, over sill, 29 feet.

No. 3. Length, 1,020 feet; width, top, 153 feet; width, bottom, 110 feet; depth over sill, 45 feet 6 inches.

Floating Dry Docks.

Bethlehem Shipbuilding Corporation, Limited:

No. 2. Length, 271 feet; width, 66 feet; capacity, 2,000 tons.

No. 3. Length, 301 feet; width, 68 feet; capacity, 2,500 tons.

No. 4. Length, 450 feet; width, 80 feet; capacity, 6,500 tons.

No. 5. Length, 421 feet; width, 90 feet; capacity, 12,000 tons.

Moore Shipbuilding Company:

No. 1. Length, 650 feet; width, 90 feet; capacity, 20,000 tons.

No. 2. Length, 350 feet; width, 90 feet; capacity, 9,500 tons.

Marine Railways.

Bethlehem Shipbuilding Corporation, Limited:

No. 1. Length, 320 feet; capacity, 4,000 tons.

No. 2. Length, 270 feet; capacity, 2,000 tons.

Moore Shipbuilding Company:

No. 1. Length, 380 feet; width, 76 feet; capacity, 8,000 tons.

Length of largest vessel taken, 450 feet. With extensions.

No. 2. Length, 442 feet; width, 76 feet; capacity, 8,000 tons.

Length of largest vessel taken, 510 feet. With extensions.

No. 3. Length, 360 feet; width, 76 feet; capacity, 5,400 tons.

Length of largest vessel taken, 430 feet. With extensions.

Barnes and Tibbitts Shipbuilding and Dry Dock Company:

No. 1. Length, 340 feet; width, 66 feet; capacity, 4,000 tons.

No. 2. Length, 290 feet; width, 60 feet; capacity, 2,500 tons.

Hanlon Dry Dock and Shipbuilding Company:

No. 1. Length, 434 feet; capacity, 12,500 tons.

Shear Leg Derricks.

Bethlehem Shipbuilding Corporation, Limited:

1 stationary, 100 ton capacity.

1 stationary, 50 ton capacity.

1 floating, 20 ton capacity.

Moore Shipbuilding Company:

1 stationary, 100 ton capacity.

Barnes and Tibbitts Shipbuilding and Dry Dock Company:

1 stationary, 40 ton capacity.

Floating Boom Derricks.

Smith, Rice and Company, Incorporated:

1 derrick, length of boom, 100 feet; lifting capacity, 75 tons.

1 derrick, length of boom, 100 feet; lifting capacity, 25 tons.

1 derrick, length of boom, 100 feet; lifting capacity, 20 tons.

Crowley Launch and Tugboat Company:

1 derrick, length of boom, 110 feet; lifting capacity, 75 tons.

2 derricks, length of boom, 100 feet; lifting capacity, 25 tons.

2 derricks, length of boom, 100 feet; lifting capacity, 5 tons.

Henry C. Peterson, Incorporated:

1 derrick, length of boom, 100 feet; lifting capacity, 7 tons.

Havinside Company:

1 derrick; length of boom, 96 feet; lifting capacity, 15 tons.

1 derrick; length of boom, 100 feet, lifting capacity, 50 tons.

1 derrick, length of boom, 100 feet, lifting capacity, 25 tons.

Barnes and Tibbitts Shipbuilding and Dry Dock Company:

1 derrick, length of boom, 90 feet; lifting capacity, 7 tons.

TONS OF FREIGHT DISCHARGED AND LOADED OVER THE STATE WHARVES
DURING THE TWENTY-SIX YEARS FROM 1894 TO 1920.

Year	Tons
1894-1895	3,729,367
1895-1896	3,848,461
1896-1897	3,657,219
1897-1898	3,894,362
1898-1899	4,154,543
1899-1900	4,646,157
1900-1901	5,048,831
1901-1902	4,890,679
1902-1903	5,203,485
1903-1904	5,528,048
1904-1905	5,292,113
1905-1906	5,748,992
1906-1907	6,802,793
1907-1908	6,468,527
1908-1909	6,325,078
1909-1910	6,366,148
1910-1911	6,629,122
1911-1912	6,798,726
1912-1913	7,528,965
1913-1914	7,253,896
1914-1915	7,947,117
1915-1916	8,900,255
1916-1917	9,389,417
United States transport wharves, Western Sugar Refinery wharves, and Bethlehem Shipbuilding Corporation wharves	465,142
	9,854,559
1917-1918	9,707,612
United States transport wharves, Western Sugar Refinery wharves, Bethlehem Shipbuilding Corporation wharves	550,000
	10,257,612
1918-1919	8,678,791
United States transport wharves, etc., etc.	519,678
	9,198,469
1919-1920	8,916,798
United States transport wharves, etc., etc.	550,000
	9,466,798
1920-1921	8,208,577
U. S. Transport wharves, Western Sugar Refinery wharves, Bethlehem Shipbuilding Corporation wharves, U. S. Steel Products Company wharves, etc.	304,510
	8,513,087
1921-1922	8,193,435
U. S. Transport wharves, Western Sugar Refinery wharves, Bethlehem Shipbuilding Corporation wharves, U. S. Steel Products Company wharves, etc.	434,565
	8,628,000
1922-1923	10,087,936
1923-1924	10,607,309

SAN FRANCISCO PILOTAGE AND TOWAGE RATES.

Port of San Francisco—Charges, Regulations, Etc., Not Under Jurisdiction of Board of State Harbor Commissioners.

PILOTAGE.

Jurisdiction: San Francisco Board of Pilot Commissioners, a state body, composed of three members. Office of Commissioner, Merchants Exchange Building, San Francisco; Pilot Office, Pier 7, San Francisco.

Pilotage in and out of San Francisco harbor is under the jurisdiction of a State Board of Pilot Commissioners, appointed by the Governor, which body establishes the rules and regulations regarding the conduct of all pilots, as well as licensing and commissioning pilots.

Pilotage in and out of San Francisco Bay is generally compulsory, except as follows:

All vessels sailing under an enrollment, and licensed and engaged in the coasting trade between the Port of San Francisco and any other port of the United States are exempt from pilotage unless a pilot be actually employed.

All foreign vessels and all vessels from a foreign port or bound thereto, and all vessels sailing under a register between the Port of San Francisco and any other port of the United States are liable for pilotage.

Rates for pilotage are fixed by state law as follows:

All vessels under 500 tons, \$2 per draught foot;

All vessels over 500 tons, \$2 per draught foot and 2 cents per ton for each and every ton registered measurement; and every vessel spoken inward and outward bound, except as hereinafter provided, shall pay the said rates.

A vessel is spoken by day by a pilot boat displaying a union jack, or by night displaying a torch or flare-up within a distance of three miles of the vessel. In all cases where inward bound vessels are not spoken until inside of the bar the rates of pilotage herein provided shall be reduced 50 per cent. Vessels engaged in the whaling or fishing trades shall be exempt from all pilotage except where a pilot is actually employed.

In the event a vessel not carrying cargo to the Port of San Francisco, nor seeking any thereat, is compelled to enter said port solely by reason of her being in distress or requiring repairs, provisions or fuel, the rates of pilotage into said harbor shall be as follows:

All vessels under 500 tons, \$1 per draught foot;

All vessels over 500 tons, \$1 per draught foot and 1 cent per ton for each and every ton registered measurement; and every vessel spoken inward bound shall pay the said rates. There shall be no reduction of rates of pilotage to vessels in distress where the vessel is spoken inside the bar. In the event that the vessel shall leave the Port of San Francisco without carrying any cargo therefrom, she shall pay the last-mentioned rates of pilotage out of the harbor of San Francisco.

TOWAGE.

Towage in San Francisco is conducted by private tow boat companies and the charges for the services performed vary according to the conditions under which the contract is to be carried out, but are generally assessed within the range of the following schedule:

Sailing Vessels.

The cost of towage from sea (lightship) to anchorage varies with distance and size of vessel, ranging from \$100 to \$250.

For moving a vessel of 2000 tons net register in the harbor the charges are approximately:

Docking, city front.....	\$75 00
Stream to Port Costa or Port Costa to stream.....	175 00
Stream to sea (lightship).....	200 00

Fore and aft rigged vessels pay, according to size, from \$20 to \$30 for docking, and from \$50 to \$100 for towing to sea.

Steam and Motor Ships.

(Charges based on net tonnage of vessel.)

1. Services of tug assisting to dock on city front.....	\$25 00 to \$40 00
2. Towing (without power) from dock to dock between Meiggs (Fisherman's) Wharf to Mission Rock.....	75 00 to 150 00
3. Services of tug assisting to Union Iron Works or Hunter's Point.....	40 00 to 70 00
4. Towing (without power) to Union Iron Works or Hunter's Point.....	90 00 to 225 00
5. Services of tug assisting to Oakland Harbor (East of Bridge at Webster street).....	50 00 to 75 00
6. Towing (without power) to Oakland Harbor.....	100 00 to 250 00

POR T WARDEN.

Port Warden. Appointed by Governor.

Fees: \$15 for each survey, but not to exceed \$75 on any vessel; rates on foreign vessels 50 per cent greater; separate certificate of surveys required by different consignees, \$2.50 each; \$10 each order of sale.

WATER RATES NOW IN EFFECT IN THE PORT OF SAN FRANCISCO.

Gallons—	Cubic feet	New rate
10,000	1,334	\$15 70
20,000	2,667	19 54
30,000	4,000	23 12
50,000	6,667	29 84
100,000	13,334	46 64
200,000	26,667	80 24

**UNITED STATES GOVERNMENT REGULATIONS,
FEES AND OFFICIALS.****CUSTOMS DISTRICT.**

The Customs District of the Port of San Francisco comprises all that portion of the State of California north of the county of Santa Barbara.

Custom House, located at Washington and Battery streets, San Francisco. Customs Officers: Collector of Customs, W. B. Hamilton; Assistant Collector of Customs, Henry E. Farmer; Surveyor of Customs, L. J. Flaherty; Assistant Surveyor of Customs, John T. Stone; Comptroller of Customs, John J. Deane; Appraiser of Customs, Bert Kahn.

CUSTOMS FEES.

The ordinary entrance fees for vessels arriving from foreign ports with cargo are \$5.70 for foreign vessels and \$2.70 for American vessels.

The ordinary clearance fees for vessels going to foreign ports, either American or foreign vessels, are \$2.70.

Foreign vessels entering from a domestic port are charged a fee of \$2; likewise a fee of \$2 for clearing to a domestic port.

UNITED STATES INSPECTION OF STEAM VESSELS.

John K. Bulger, Customs House, Supervising Inspector First District.

Joseph P. Dolan, United States Local Inspector of Boilers.

Frank H. Turner, United States Local Inspector of Hulls.

Walter Macarthur, United States Shipping Commissioner, Appraiser's Building.

UNITED STATES IMMIGRATION SERVICE.

John D. Nagle, Commissioner of Immigration; offices: Angel Island and Appraiser's Building, San Francisco.

UNITED STATES QUARANTINE SERVICE.

Dr. R. H. Creel, Surgeon, United States Public Health Service, in charge; offices: Angel Island and Barge Office, Fisherman's Wharf, San Francisco.

The federal government handles the entire matter of inspection, quarantine and fumigation in this port. Where fumigation is required, the charge amounts to about thirteen cents per thousand cubic feet of air space fumigated, plus one dollar for supervision and two dollars labor. This applies where the operation is conducted at the Angel Island Station, but in cases where vessels are fumigated on the San Francisco side, the expenses of the fumigating officer amounting to hotel accommodations and incidental expenses are charged in addition to the above rate.

UNITED STATES LIGHTHOUSE SERVICE.

H. W. Rhodes, Inspector; office: Customs House.

UNITED STATES ATTORNEY.

Sterling Carr; office: Post Office Building.

UNITED STATES MARSHAL.

Fred Esola; office: Post Office Building.

UNITED STATES PASSPORT AGENCY.

William A. Newcome, Passport Agent; office: Custom House.

INTERNAL REVENUE DEPARTMENT.

John P. McLaughlin, Collector; office: Custom House.

UNITED STATES BUREAU OF FOREIGN AND DOMESTIC COMMERCE.

Leonard B. Gary, District Manager; office: Custom House.

UNITED STATES COAST GUARD SERVICE.

Captain J. M. Moore, Division Commander, Southern Division; office: Custom House.

LIFE SAVING DIVISION.

G. B. Lofberg, District Superintendent.

UNITED STATES NAVY.

Office: Twelfth Naval District, Custom House.

FEDERAL HORTICULTURAL SERVICE.

Office: Plant Quarantine, Ferry Building.

BOARDS OF STATE HARBOR COMMISSIONERS.

First Board—C. L. Taylor, appointed November 4, 1863; D. C. McRuer, appointed November 4, 1863; S. S. Tilton, appointed November 4, 1863.*Second Board*—C. L. Taylor; S. S. Tilton; James Laidley, appointed November 6, 1865.*Third Board*—S. S. Tilton; James Laidley; James H. Cutter, appointed November 4, 1867.*Fourth Board*—James H. Cutter; John J. Mark, appointed December 6, 1869. Jasper O'Farrell, appointed January 15, 1870.*Fifth Board*—John J. Marks; Jasper O'Farrell; Washington Bartlett, appointed June 23, 1870.*Sixth Board*—John J. Marks; Jasper O'Farrell; John Rosenfeld, appointed November 29, 1871.*Seventh Board*—John Rosenfeld; Jasper O'Farrell; Lewis Cunningham, appointed March 1, 1873.*Eighth Board*—Lewis Cunningham; John Rosenfeld; Samuel Soule, appointed March 13, 1873.*Ninth Board*—Lewis Cunningham; Samuel Soule; T. D. Mathewson, appointed June 5, 1873.*Tenth Board*—Samuel Soule; T. D. Mathewson; D. C. McRuer, appointed April 21, 1874.*Eleventh Board*—Wm. Blanding, appointed March 4, 1876; Bruce B. Lee, appointed March 4, 1876; A. M. Burns, appointed March 4, 1876. Frank McCoppin succeeded Burns, October 28, 1879.*Twelfth Board*—Wm. Blanding; G. S. Evans, appointed January 27, 1880; Wm. A. Phillips, appointed March 4, 1880.*Thirteenth Board*—Wm. Blanding; Wm. H. Knight, appointed November 23, 1882; Geo. S. Evans; Wm. A. Phillips.*Fourteenth Board*—Wm. Irwin, appointed March 20, 1883, died March 1, 1886. A. C. Paulsell, appointed March 20, 1883; John H. Wise, appointed March 20, 1883.*Fifteenth Board*—Frank McCoppin, appointed April 1, 1886; A. C. Paulsell; John H. Wise.*Sixteenth Board*—William D. English, appointed March 13, 1887; A. C. Paulsell; John H. Wise.*Seventeenth Board*—William D. English; A. C. Paulsell; Charles O. Alexander, appointed March 13, 1889.*Eighteenth Board*—William D. English; Charles O. Alexander; William H. Brown, appointed March 13, 1890.*Nineteenth Board*—C. F. Bassett, appointed March 31, 1891; Charles O. Alexander; William H. Brown.*Twentieth Board*—C. F. Bassett; William H. Brown; Dan T. Cole, appointed March 13, 1893.*Twenty-first Board*—C. F. Bassett; Dan T. Cole; F. S. Chadbourne, appointed March 13, 1894.*Twenty-second Board*—E. L. Colnon, appointed March 14, 1894; Dan T. Cole; F. S. Chadbourne.*Twenty-third Board*—E. L. Colnon; F. S. Chadbourne; P. J. Harney, appointed March 20, 1897.*Twenty-fourth Board*—E. L. Colnon; P. J. Harney; Rudolph Herold, Jr., appointed March 13, 1898.*Twenty-fifth Board*—Paris Kilburn, appointed March 14, 1899; P. J. Harney; Rudolph Herold, Jr.*Twenty-sixth Board*—Chas. H. Spear, appointed March 16, 1903; John C. Kirkpatrick; John D. Mackenzie.*Twenty-seventh Board*—W. V. Stafford, appointed March 19, 1907; Henry J. Crocker; W. E. Dennison.*Twenty-eighth Board*—W. V. Stafford; W. E. Dennison; P. S. Teller, appointed April 1, 1909.*Twenty-ninth Board*—W. V. Stafford; P. S. Teller; George M. Hill, appointed January 7, 1911.

Thirtieth Board—Marshall Hale, appointed March 26, 1911; George M. Hill, J. J. Dwyer, appointed March 26, 1911.

Thirty-first Board—J. J. Dwyer; George M. Hill, died July 10, 1912; Thomas S. Williams, appointed July 27, 1911.

Thirty-second Board—J. J. Dwyer; Thomas S. Williams; John H. McCallum, appointed July 30, 1912.

Thirty-third Board—Arthur Arlett, appointed February 15, 1917; Thomas S. Williams; John H. McCallum.

Thirty-fourth Board—Arthur Arlett; John H. McCallum; Harry H. Cosgriff, appointed June 6, 1918.

Thirty-fifth Board—John H. McCallum; Harry H. Cosgriff; Miles Standish, appointed December 6, 1918.

Thirty-sixth Board—John H. McCallum; Harry H. Cosgriff; Frederick S. Moody, appointed March 1, 1920.

Thirty-seventh Board—Chas. H. Spear, appointed May 21, 1923; J. B. Sanford, appointed May 24, 1923; M. F. Cochrane, appointed August 1, 1923.

SEAWALL LOTS.

Property of State, Under Control of the Board of State Harbor Commissioners:
(See Map.)

Number	Area in square feet	Appraised valuation
A	584	\$5,000 00
B	29,518	67,500 00
C	52,500	131,250 00
1	72,781	200,000 00
2	8,677	25,000 00
3	38,849	120,000 00
4	31,178	110,000 00
5	54,605	150,000 00
6	13,130	50,000 00
7	87,067	325,000 00
8	30,264	145,000 00
9	4,727	25,000 00
10	4,326	28,500 00
11	45,372	262,500 00
12	75,524	440,000 00
13	3,103	20,000 00
14	42,630	300,000 00
15	75,447	505,000 00
16	2,746	25,000 00
17	23,647	92,700 00
18	26,793	93,775 00
19	14,623	51,180 50
20	93,668	327,838 00
21	14,625	85,000 00
22	97,791	600,000 00
23	88,577	400,000 00
24	78,285	400,000 00
25	10,860	67,500 00

STATE HARBOUR CO.
WATER &
SAN FRANCISCO
CENTRAL RAILROAD

CLARK J. SPENCE
S. J. COOKMAN
W. B. BAXFORD
COMMISSIONER
W. H. ALLEN, J. M. MORSE

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NOTICE

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RENTAL AGREEMENT
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